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PROCEEDINGS  
OF THE  
RAILWAY CONFERENCE  
1902.



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## RAILWAY CONFERENCE, 1902.

*Proceedings of the Conference of Railway Delegates assembled at Calcutta on Monday, the 24th February 1902, under the orders of the Government of India.*

**Monday, the 24th February 1902, 12 noon.**

The following were present :—

### PRESIDENT :

*Director of Railway Traffic.* COL. G. F. WILSON, R.E.

### SECRETARY :

*Under Secretary, Railway Traffic.* NEVILLE PRIESTLEY, Esq.

### DELEGATES :

<i>Assam-Bengal railway</i>	R. S. STRACHEY, Esq.	<i>Agent.</i>
<i>Bengal and North-Western, Rohilkhand and Kumaon and Bengal Dooars railways.</i>	A. IZAT, Esq., C.I.E.	<i>Agent and Chief Engineer.</i>
<i>Bengal Central railway</i>	E. W. H. STAPLES, Esq.	<i>Agent and Chief Engineer.</i>
<i>Bengal-Nagpur railway</i>	T. R. WYNNE, Esq.	<i>Agent and Chief Engineer.</i>
<i>Bombay, Baroda and Central India railway.</i>	Lieut.-Col. H. D. OLIVIER, R.E.	<i>Agent.</i>
<i>Burma railway</i>	A. T. GOODFELLOW, Esq.	<i>Agent.</i>
<i>Calcutta Port Commissioners' railway.</i>	C. H. WINDLE, Esq.	<i>Traffic Manager.</i>
<i>Eastern Bengal State railway</i>	H. P. BURT, Esq.	<i>Officiating Manager.</i>
<i>East Indian railway</i>	J. DOUGLAS, Esq.	<i>Agent.</i>
<i>Great Indian Peninsula railway</i>	H. WENDEN, Esq.	<i>Agent.</i>
<i>Madras railway.</i>	Major H. BONHAM-CARTER, R.E.	<i>Agent and Manager.</i>
<i>Nizam's Guaranteed State railway.</i>	W. PENDLEBURY, Esq.	<i>Agent and Manager.</i>
<i>North Western railway</i>	E. F. JACOB, Esq., C.I.E.	<i>Traffic Superintendent.</i>
<i>Oudh and Rohilkhand railway</i>	J. MANSON, Esq.	<i>Officiating Manager.</i>
<i>Southern Mahratta railway</i>	W. B. WRIGHT, Esq.	<i>Traffic Manager.</i>
<i>South Indian railway.</i>	Major A.D.G. SHELLEY, R.E.	<i>Agent.</i>

The following officers also attended the meeting :—

<i>Consulting Engineer for Railways, Burma.</i>	G. V. MARTYN, Esq.	
<i>Consulting Engineer to the Government of India for Railways, Assam.</i>	E. W. ARUNDEL, Esq., B.A.	
<i>Assam-Bengal railway</i>	J. STUART, Esq.	<i>Traffic Manager.</i>
<i>Bengal and North-Western railway.</i>	J. WALKER, Esq.	<i>Traffic Manager.</i>
<i>Bengal Central railway</i>	F. C. LITTLE, Esq.	<i>Assistant Traffic Superintendent</i>
<i>Bengal-Nagpur railway</i>	A. M. CLARK, Esq.	<i>Acting Traffic Manager.</i>
<i>Bombay, Baroda and Central India railway.</i>	C. A. R. CROMMELIN, Esq.	<i>General Traffic Manager.</i>
<i>East Indian railway</i>	W. A. DRING, Esq.	<i>General Traffic Manager.</i>
<i>Great Indian Peninsula railway</i>	A. MUIRHEAD, Esq.	<i>General Traffic Manager.</i>
<i>Madras railway</i>	D. ROSS-JOHNSON, Esq.	<i>Traffic Manager.</i>
<i>Oudh and Rohilkhand railway</i>	A. W. U. POPP, Esq.	<i>Traffic Superintendent.</i>
<i>South Indian railway</i>	W. M. SIMPSON, Esq.	<i>Chief Auditor.</i>

The President, in opening the proceedings, spoke as follows : -

GENTLEMEN,

There has been so much misunderstanding about Conference letter No. 45, dated the 30th April 1901, which the late President caused to be addressed to

Appendix No 1.

you, that I consider it advisable to explain to you somewhat fully the position so as to enable you to arrive at some understanding as to the course which it will be best to follow both in the interests of Government and of the several Railway Companies. The history of the question which you are here to-day to consider may be stated as follows.

2. Before the Conference of 1899 was convened, you were informed, in Conference letter No. 8, dated the 11th April 1899, that "at present the Con-

Appendix No. 2

ference Rules are only applicable to such railways as choose to accept them, "and a majority of votes at the Conference means nothing so long as it is not held binding on all the railways parties to the Conference. The consequence is that certain railways have accepted such rules as suit them, and rejected those that are in any way unfavourable. Instances have also occurred where railways have not hesitated to ignore certain rules, which they have already agreed to, when it has been in their interest to do so," and that the President did not consider any good results could be expected from the proposed Conference, unless railways were prepared to accept and be bound by the decision of the majority of votes on each rule adopted at the Conference and any penalty attached to such rule for a breach thereof.

3. There was an absence of unanimity as to the acceptance of this suggestion, but as it appeared to be the general wish that the Conference should be held, it was decided to hold a preliminary Conference only so as to give you the opportunity of considering the question in meeting.

4. The Conference was duly held in 1899, and after much discussion you resolved that certain classes of resolutions might be made binding when carried by

Appendix No 3.

a majority of one-third of the votes, but you coupled this with the proviso that all resolutions should be subject to the approval of Government and the several Boards of Directors. You further resolved to create a Standing Committee whose powers were to be the same as those of the Conference when in session, and who were to be authorised to decide matters, sometimes of great importance, on the mere written statement of the case.

5. This arrangement was tried for a year, but it did not produce the results which were expected, or remove the difficulties which had given rise to the proposal. The work of the Standing Committee also was found to be unsatisfactory in consequence of its deliberations being carried on through the post, and some railways questioned its decisions and refused to act on them. Your then President, Mr. Brereton, therefore, felt that matters would not be placed on a satisfactory footing unless power was given to the Conference to make its resolutions binding, and until a permanent Conference was established which should hold meetings annually and decide questions submitted to it after examining them from all the points of view which would necessarily be disclosed in an oral discussion. He further considered that the value of such a Conference would be greatly increased if it was freed from Government control

6. He accordingly in his opening speech\* at the Conference of 1900

\* Appendix No 4.

† Appendix No 5.

suggested the advisability of your adopting a proposal† put forward by me, when Manager of the Oudh and Rohilkhand State railway, for the establishment of a permanent Conference independent of Government, with a paid Secretary and a President elected by yourselves. The proposal was carried‡ at the Conference without dissent. The rules§ as to the binding nature of resolutions was also con-

‡ Appendix No 6.

§ Appendix No 7.

firmed, but was again qualified by the proviso that the Conference resolutions should be subject to confirmation by Government and the several Boards of

Directors. Seven months after the Conference had dissolved the proceedings still remained unconfirmed, and rulings which had been carried by the necessary majority were and are being disregarded by individual railways because they had not voted for them at the Conference.

7. Most of the questions discussed at the Conference fell within the competency of the Managers and Agents, and in regard to such it seemed superfluous to seek higher authority for the decisions, when the members of the Conference already possessed full power to dispose of them themselves. It became, therefore, necessary to state the position more clearly and to point out the danger railways incurred of more direct Government interference if

they disregarded Conference resolutions and allowed their disputes to drag on for indefinite periods, disorganising business thereby and causing much public inconvenience. Conference letter No. 45,

dated the 30th April 1901, was accordingly addressed to you. This letter has been a good deal misunderstood by some railways.

8. It was not intended that either Government or the Boards of Directors should divest themselves of any of their legitimate authority and transfer it to the Conference. It was considered that you knew what powers you individually possessed, and that, after discussion, you would be able to come to some agreement among yourselves as to the extent to which some of your powers might be conferred on the Conference. It was assumed that no Agent or Manager would submit to the Conference for a ruling any question which he was not himself competent to decide so far as his own railway was concerned, and it was recognised that, when a question was submitted which did not come within the powers of the individual members of the Conference, and a ruling on which would be *ultra vires*, the Conference would decline to do more than express an opinion thereon. To such an expression of opinion neither Government nor the Boards of Directors could take exception, and it was obviously in the interests of both that all questions affecting railway management should be freely discussed, and that the sense of the Conference on them should be ascertained. Such recommendations as you might then consider it necessary to make would be of great assistance to Government, and could not fail to be of value to the Boards of Directors also.

9. This, Gentlemen, is the history of the question which you have been invited here to discuss, and you are now requested to consider whether—

- (a) a permanent Conference shall be established independent of Government, with a paid Secretary and a President elected by yourselves; and, if so,
- (b) what the name, powers and functions of this Conference shall be;
- or (c) if you are unable to recommend the establishment of a permanent Conference, whether the "Standing Committee" which was created under Resolutions Nos. 51 and 3 of the Conferences of 1899 and 1900, respectively, shall be continued.

10. The questions which would be likely to come before the permanent Conference may be broadly divided into five classes, the line of division between each of which would be fairly clearly drawn. These five classes may be described as follows:—

- (a) Questions affecting the working of railways generally where economical and efficient management necessitate agreement in regard to the rules under which traffic shall be interchanged.

As to this class, there never has been any difference of opinion, and it has always been agreed that any rules framed thereon shall be binding.

- (b) Questions relating to rates and rules which are of general application, and on which it is desirable there should be agreement and uniformity of procedure, if the best results are to be obtained.

In this class would come the rates and rules relating to parcels traffic and coaching traffic for which special concessions are allowed.



The resolutions relating to such matters are at present treated as non-binding. You have to consider whether it is advisable that they should continue to be so treated, and if not, what your relations should be in through booking with railways who decline to be bound by your ruling, bearing in mind the effect of your decisions on the general public, and that here it is that Government are given the opportunity for interference if the action of individual railways works injuriously to the public or to Government.

- (c) Questions affecting your revenues which are personal to railways individually, but in which it is desirable to secure uniformity of action.

In this class would come such questions as the rates for coal, iron ore, iron and steel, commodities about which you are likely to hear a good deal in the near future, and staple articles, which require low and uniform rates if the traffic is to be fully developed. Such questions would generally involve a change of policy and as such would fall outside your competency to decide, and you could only advise Government and your Boards as to the best course to follow; but it is none the less desirable that you should take them into your consideration, so that, after an exchange of views, you might be able to appreciate how any change would be likely to affect your interests generally and individually, and so be able to frame suggestions which would meet, as far as possible, the circumstances of all railways.

- (d) Questions which fall outside your powers and which under the law require the sanction of Government.

In this class would come such questions as the revision of the General Rules and Regulations, matters relating to the general liability of railways under the several Acts of the Legislature, and kindred subjects.

In such cases you could only recommend action, but it is obvious that a recommendation from your body must carry greater weight than the individual opinion of each railway obtained through the post and expressed without a full consideration of the question in all its bearings and of its effects on railways individually and collectively.

- (e) Questions affecting the revenues of groups of railways, but not the whole railway system of India.

In this class would come all questions leading to competition and all disputes between railways arising out of their working agreements, interpretation of rules, etc., and they comprise a class of cases about which it is very desirable that you should arrive at some definite understanding, so as to minimise the evil effects of competition. Government have no desire to stop reasonable competition; but the ultimate result of all competition is compromise. Government desire to see this compromise made without resort to active competition and to see disputes settled more expeditiously than they now are (cases of active competition continuing for a period of over three years are not unknown). Such matters, however, would not ordinarily fall within the competence of the Conference in its more extended capacity, but they could very appropriately be submitted to the Conference sitting as arbitrators; and you have to consider whether, in substitution of the Standing Committee of the Conference or the Claims Arbitration Committees of Northern and Southern India, it would not be desirable to utilise the Conference as an Arbitration Committee to decide all questions involving competition. To minimise loss by the delay which must often occur before the case can be considered by the Conference, rules might be framed to give retrospective effect to decisions. Doubt has been expressed as to the

value of the decisions of the above-mentioned Committees, and opinions have been stated that at present there is a tendency to make the decisions fit in with the arbitrators' own circumstances rather than with the rights of the case. This could hardly take place if the whole Conference were made to sit in arbitration.

11. These, Gentlemen, appear to me, broadly speaking, the questions which a permanent Conference would be called upon to deal with; and if it is decided to establish a permanent Conference independent of Government, it would be for you to decide, when questions are submitted to the Conference, whether they come under the category of those on which you may make a ruling, or of those on which you may only express an opinion or make a recommendation.

12. As to the designation of your body, some other than "Conference" would seem to be desirable. In America, a similar body is called "The American Railway Association." In England, it is called "The Railway Clearing House." This latter would possibly be the most suitable name when a Clearing House is established, and in view of the possibility of that coming some day it might be a good name to ultimately adopt. But at present the title might be misleading, and perhaps a more appropriate name would be "The Indian Railway Traffic Association."

13. If, however, after full consideration, you are unable to recommend the establishment of such a body, it will become necessary for you to consider the desirability of continuing or otherwise the Standing Committee; and in this connection I may remark that its decisions do not appear to command respect and, as at present constituted, it is of very doubtful value.

14. The only suggestions which have so far been made as to the constitution and functions of this permanent Conference are contained in the letter from

Appendix No. 9.

the Manager of the Oudh and Rohilkhand railway which you have already received, and in a letter from Major Bonham-Carter, R.E., Agent of the Madras railway. With reference to the former,

Appendix No. 10.

I may say that it was and is intended merely as a basis for discussion. In regard to the latter, as you are aware, Government have so far raised no difficulties in the way of the scheme, and if, after mature deliberation, you deem it advisable to recommend that Government and the Boards of Directors should confer on the Conference greater powers than you individually possess, I can promise you that your proposals will receive sympathetic consideration from Government. But I would remind you that Government have not only your interests to consider, but those of the general public also, and it might be desirable to defer suggesting any increase to your powers, until the Conference has proved its usefulness and has secured the confidence of Government and of your Boards of Directors.

15. I would commend for your consideration the adoption of the system, which bore such good results in the two previous Conferences, of your first discussing the questions before you in Sub-Committee, and afterwards the Committee's recommendations in full Conference. Time would, I feel sure, not only be saved thereby, but you would feel that you had a freer hand in putting forward your suggestions, and would be more likely to come to some unanimous decision than if any representative of Government were present during the discussions.

16. The rules \* for the conduct of business will be the same as those in

\* Appendix No. 11.

force at the last Conference. The scale† of voting powers as adopted in Resolution

† Appendix No. 12.

No. 2 of the Conference of 1900 has been

revised so as to be based on the mileage and freight ton-mileage of the several railways for 1900, the last complete year for which figures are available, and will, as now corrected, be used at the present meeting.

17. And now, Gentlemen, I have come to the end of what I have to say. I am sorry to have been obliged to take up so much of your time, but the question before you is worthy of deep thought and labour, and I would commend it to your calm and careful consideration. Kindred institutions in England and America have not only helped to ensure harmonious relations between the several railways, but have had a wonderfully educating influence; and I hope your deliberations at this Conference will convince you of the wisdom of starting an institution in India on somewhat similar lines.

The Conference then proceeded to consider the proposal regarding the establishment of a permanent annual Conference independent of Government.

Resolution  
No. 1.

Proposed by Lieutenant-Colonel H. D. Olivier, R.E., seconded by Mr. T. R. Wynne :—

That a permanent annual Conference be established independent of Government.

The Conference divided on the proposal :—

*Ayes—59 votes.*

*Noes—10 votes.*

	Votes.		Votes.
Assam-Bengal ry. (R. S. Strachey)	3	Great Indian Peninsula ry. (H. Wenden)	10
Bengal and North-Western, Rohilkund and Kumaon and Bengal Doonrs rys. (A. Izat)	8		
Bengal Central ry. (E. W. H. Staples)	2		
Bengal-Nagpur ry. (T. R. Wynne)	7		
Bombay, Baroda and Central India ry. (H. D. Olivier)	10		
Burma ry. (A. T. Goodfellow)	5		
Calcutta Port Commissioners' ry. (C. H. Windle)	1		
Eastern Bengal ry. (H. P. Burt)	6		
East Indian ry. (J. Douglas)	10		
Madras ry. (H. Bonham-Carter)	7		
Nizam's Guaranteed State ry. (W. Pendlebury)	4		
North Western ry. (E. F. Jacob)	9		
Oudh and Rohilkhand ry. (J. Manson)	6		
Southern Mahratta ry. (W. B. Wright)	6		
South Indian ry. (A. D. G. Shelley)	5		

*Proposal agreed to.*

Resolution  
No. 2.

Proposed by Mr. E. F. Jacob, C.I.E., seconded by Lieutenant-Colonel H. D. Olivier, R.E. :—

That the Conference form itself into a Committee to recommend what the nature, powers and functions of the permanent Conference decided on in Resolution No. 1 shall be.

*Carried without dissent.*

[Adjourned to Thursday, the 27th February 1902, at 11-30 o'clock.]

The Committee, appointed under Resolution No. 2, were in session from the afternoon of Monday, the 24th February 1902, to Wednesday, the 26th February 1902, *vide* their proceedings, appendix No. 13.

Thursday, the 27th February 1902, 11-30 o'clock.

The following were present:—

*PRESIDENT:*

*Director of Railway Traffic* . COL. G. F. WILSON, R.E.

*SECRETARY:*

*Under Secretary, Railway Traffic* . NEVILLE PRIESTLEY, Esq.

*DELEGATES:*

<i>Assam-Bengal railway</i>	R. S. STRACHEY, Esq.	<i>Agent.</i>
<i>Bengal and North-Western, Rohilkund and Kumaon and Bengal Doocars railways.</i>	A. IZAT, Esq., C.I.E.	<i>Agent and Chief Engineer.</i>
<i>Bengal Central railway</i>	E. W. H. STAPLES, Esq.	<i>Agent and Chief Engineer.</i>
<i>Bengal-Nagpur railway</i>	T. R. WYNNE, Esq.	<i>Agent and Chief Engineer.</i>
<i>Bombay, Baroda and Central India railway.</i>	Lieut.-Col. H. D. OLIVIER, R.E.	<i>Agent.</i>
<i>Burma railways</i>	A. T. GOODFELLOW, Esq.	<i>Agent.</i>
<i>Calcutta Port Commissioners' railway.</i>	C. H. WINDLE, Esq.	<i>Traffic Manager.</i>
<i>Eastern Bengal State railway</i>	*C. E. VINING, Esq.	<i>Traffic Superintendent.</i>
<i>East Indian railway</i>	J. DOUGLAS, Esq.	<i>Agent.</i>
<i>Great Indian Peninsula railway</i>	H. WENDEN, Esq.	<i>Agent.</i>
<i>Madras railway</i>	Major H. BONHAM-CARTER, R.E.	<i>Agent and Manager.</i>
<i>Nizam's Guaranteed State railway.</i>	W. PENDLEBURY, Esq.	<i>Agent and Manager.</i>
<i>North Western railway</i>	E. F. JACOB, Esq., C.I.E.	<i>Traffic Superintendent.</i>
<i>Oudh and Rohilkhand railway</i>	J. MANSON, Esq.	<i>Officiating Manager.</i>
<i>Southern Mahratta railway</i>	W. B. WRIGHT, Esq.	<i>Traffic Manager.</i>
<i>South Indian railway</i>	Major A. D. G. SHELLEY, R.E.	<i>Agent.</i>

The following officers also attended the meeting:—

<i>Consulting Engineer for Railways, Burma.</i>	G. V. MARTYN, Esq.	
<i>Consulting Engineer to the Government of India for Railways, Assam.</i>	E. W. ARUNDEL, Esq. B.A.	
<i>Assam-Bengal railway</i>	J. STUART, Esq.	<i>Traffic Manager.</i>
<i>Bengal and North-Western railway.</i>	J. LIGHTFOOT, Esq.	<i>Auditor.</i>
	J. WALKER, Esq.	<i>Traffic Manager.</i>
<i>Bengal Central railway</i>	F. C. LITTLE, Esq.	<i>Assistant Traffic Superintendent.</i>
<i>Bengal-Nagpur railway</i>	A. M. CLARK, Esq.	<i>Acting Traffic Manager.</i>
<i>Bombay, Baroda and Central India railway.</i>	G. A. R. CROMMELIN, Esq.	<i>General Traffic Manager.</i>
<i>East Indian railway</i>	W. A. DRING, Esq.	<i>General Traffic Manager.</i>
<i>Great Indian Peninsula railway</i>	A. MUIRHEAD, Esq.	<i>General Traffic Manager.</i>
<i>Madras railway</i>	D. ROSS-JOHNSON, Esq.	<i>Traffic Manager.</i>
<i>Oudh and Rohilkhand railway</i>	A. W. U. POPE, Esq.	<i>Traffic Superintendent.</i>
<i>South Indian railway</i>	W. M. SIMPSON, Esq.	<i>Chief Auditor.</i>

The proceedings of the meeting held on the 24th February 1902 were read and confirmed.

\* Mr. Vining represented the Eastern Bengal State railway in the absence of Mr. Burt who was called away by urgent business.

Mr. A. Izat, C.I.E., the Chairman of the Committee, appointed under Resolution No. 2, then presented the proceedings of the Committee (*vide* appendix No. 13), and the Conference proceeded to consider them.

Resolution  
No. 3.

Proposed by Mr. A. Izat, C.I.E., seconded by Mr. J. Douglas :—

That the name of the permanent Conference be "The Indian Railway Conference."

Amendment proposed by Mr. T. R. Wynne, seconded by Lieutenant-Colonel H. D. Olivier, R.E. :—

That the name of the body be "The Chamber of Indian railways."

The Conference divided on the amendment :—

<i>Ayes—61 votes.</i>		<i>Noes—30 votes.</i>	
	<i>Votes.</i>		<i>Votes.</i>
Bengal-Nagpur ry. (T. R. Wynne) .	7	Assam-Bengal ry. (R. S. Strachey) .	3
Bombay, Baroda and Central India ry. (H. D. Olivier) .	10	Bengal Central ry. (E. W. H. Staples) .	2
Burma ry. (A. T. Goodfellow) .	5	Eastern Bengal ry. (C. E. Vining) .	6
Calcutta Port Commissioners' ry. (C. H. Windle) .	1	East Indian ry. (J. Douglas) .	10
Great Indian Peninsula ry. (H. Wenden) .	10	Nizam's Guaranteed State ry. (W. Pendlebury) .	4
Madras ry. (H. Bonham-Carter) .	7	South Indian ry. (A. D. G. Shelley) .	5
North Western ry. (E. F. Jacob) .	9		
Oudh and Rohilkhand ry. (J. Manson) .	6		
Southern Mahratta ry. (W. B. Wright) .	6		

[Bengal and North-Western, Rohilkund and Kumaon, and Bengal Doars railways (Mr. A. Izat, C.I.E.) did not vote.]

Amendment carried.

Resolution  
No. 4.

Proposed by Mr. A. Izat, C.I.E., seconded by Mr. J. Manson :—

That the Chamber of Indian railways shall consist of all railway administrations in India and Burma desirous of joining it, and shall be represented at its meetings by one delegate from each railway administration which is a member. It shall be presided over by a President, elected annually from amongst the members, and there shall be a permanent paid Secretary, selected by the members, and the necessary office establishment.

The Conference voted on the proposal :—

<i>Ayes—86 votes.</i>		<i>Noes—Nil.</i>	
	<i>Votes.</i>		<i>Votes.</i>
Bengal and North-Western, Rohilkund and Kumaon and Bengal Doars rys. (A. Izat) .	8		
Bengal Central ry. (E. W. H. Staples) .	2		
Bengal-Nagpur ry. (T. R. Wynne) .	7		
Bombay, Baroda and Central India ry. (H. D. Olivier) .	10		
Burma ry. (A. T. Goodfellow) .	5		
Calcutta Port Commissioners' ry. (C. H. Windle) .	1		
Eastern Bengal ry. (C. E. Vining) .	6		
Great Indian Peninsula ry. (H. Wenden) .	10		
Madras ry. (H. Bonham-Carter) .	7		
Nizam's Guaranteed State ry. (W. Pendlebury) .	4		
North Western ry. (E. F. Jacob) .	9		
Oudh and Rohilkhand ry. (J. Manson) .	6		
Southern Mahratta ry. (W. B. Wright) .	6		
South Indian ry. (A. D. G. Shelley) .	5		

[Assam-Bengal railway (Mr. R. S. Strachey) and East Indian railway (Mr. J. Douglas) did not vote.]

Proposal *carried*.

Proposed by Mr. A. Izat, C.I.E., seconded by Mr. W. B. Wright :—

Resolution  
No. 5.

That the administrations of the various railways recommend Government or their Boards to contribute towards the cost of keeping up the necessary permanent establishment, the cost being apportioned between the several railways in direct proportion to their voting powers. (Vide Resolution 5 appendix No. 13.)

*Carried unanimously.*

Mr. A. Izat, C.I.E., then submitted the report of the Select Committee (*vide* appendix No. 14) containing recommendations as to the powers to be given to the "Chamber of Indian railways," and which is as follows :—

The Select Committee resolved to recommend the Committee to agree that the functions of the Railway Conference be—

- (1) to consider all questions referred to it by Government, railways parties to the Conference, or public bodies, excluding questions of rates and fares\* ;
- (2) to arbitrate between railways in all disputes, when called upon to do so by mutual consent ; †
- (3) to interpret all readings of Conference rules, decisions, and awards ;
- (4) to alter or cancel existing Conference rules and make such new ones as may from time to time be required.
- (5) In all matters referred to it under (1), the Conference shall give such opinion or make such representation as it may think fit.
- (6) In all matters referred under (2) and (3), the decision of the Conference shall be final and binding.
- (7) In all matters connected with (1), the decision of the Conference shall be binding after confirmation by the Government of India and the Boards of Directors concerned.
- (8) With regard to (1), (3), and (4), the majority must consist of  $\frac{2}{3}$  of the total votes of those present, and with regard to (2) a bare majority shall rule the decision.
- (9) In voting on all questions put before the Conference, the voting power of each railway shall be calculated on the same basis as at the last Railway Conference or as altered from time to time.

The President here interposed and said he wished to make some remarks on the report of the Select Committee before the proposals they had submitted were voted on. He pointed out that clause (1) only permitted of an expression of opinion or a recommendation, and that any matters considered under this clause would have no binding effect. It did not, therefore, appear to him clear what the need was for exclusion of questions relating to rates and fares. The proposal in the form in which it was submitted would not commend itself to Government, and he invited the Conference to consider the desirability of revising their Select Committee's proposal so as to include questions relating to rates and fares.

Mr. Douglas and Mr. Wenden having spoken against the proposal to include questions of rates and fares in clause (1) of Resolution No. 1 of the Select Committee, and Messrs. Wynne and Izat having spoken in favour of the proposal, the President summed up the discussion by remarking that Messrs. Wynne and Izat exactly expressed the view from the Government side of the question, and that Mr. Douglas, in stating that the English Clearing House never dealt with matters concerning rates, was clearly wrong, as the Committee of General Managers in connection with the Clearing House did do so. This, however, was not the question now before the Conference. Government is the greatest shareholder in Indian railways, and in this respect there is no analogy between the railways in England and those in India. Government's interests in the prosperity of its railways being, therefore, so great, it sought to obtain all the assistance it could in the way of advice from the Agents and Managers of the railways in the matter of deciding often very difficult questions connected with rates and fares by using these officials as a consultative Committee, pure and simple. Surely no exception could be taken to such a procedure. It should be remembered that the Government of India had not a large body of experts attached to it, and that, if it wished to obtain professional advice on railway matters, it was only natural that it should apply to the experts attached to its railways. The Boards also would benefit by such a procedure.

\* Messrs. Wynne and Maunsell dissent from this exclusion, and Messrs. Izat and Jacob dissent from through rates being excluded.

† Mr. Wynne objects to the words "by mutual consent."

The President suggested the advisability of the Boards of all the Indian Railways in London holding a small Conference amongst themselves to decide what suggestions, if any, they should make as a body in regard to the proceedings of this Conference and thus obviate the difficulties that would arise from each Board having possibly a few remarks to make about points of minor importance which would make it difficult hereafter to come to any unanimous settlement of the matter out here, and he requested the several Agents to make this suggestion to their Boards.

The Conference then proceeded to consider the Select Committee's report.

Resolution  
No. 6.  
(Vide Resolution 1,  
appendix No. 14.)

Proposed by Mr. T. R. Wynne, seconded by Mr. W. B. Wright:—

That clause 1 of the Select Committee's proposal be amended to read as follows:—

To consider all questions referred to it by Government, railways parties to the Chamber, or public bodies, including questions of through rates and fares.

The Conference divided on the proposal:—

Ayes—65 votes.		Noes—34 votes.	
	Votes.		Votes.
Bengal and North-Western, Rohilkund and Kumaon and Bengal Doonars rys. (A. Izat)	8	Assam-Bengal ry. (R. S. Strachey)	3
Bengal Central ry. (E. W. H. Staples)	2	East Indian ry. (J. Douglas)	10
Bengal-Nagpur ry. (T. R. Wynne)	7	Great Indian Peninsula ry. (H. Wenden)	10
Bombay, Baroda and Central India ry. (H. D. Olivier)	10	Madras ry. (H. Bonham Carter)	7
Burma ry. (A. T. Goodfellow)	5	Nizam's Guaranteed State ry. (W. Pendlebury)	4
Calcutta Port Commissioners' ry. (C. H. Windle)	1		
Eastern Bengal ry. (C. E. Vining)	6		
North Western ry. (E. F. Jacob)	9		
Oudh and Rohilkhand ry. (J. Manson)	6		
Southern Mahratta ry. (W. B. Wright)	6		
South Indian ry. (A. D. G. Shelley)	5		

Proposal carried.

Resolution  
No. 7.  
(Vide Resolution 1,  
appendix No. 14.)

Proposed by Mr. A. Izat, O.I.E., seconded by Mr. E. F. Jacob, C.I.E.:—

That clause (2) of the Select Committee's proposal be accepted as follows:—

To arbitrate between railways in all disputes, when called upon to do so by mutual consent.

The Conference voted on the proposal:—

Ayes—99 votes.		Noes—Nil.	
	Votes.		Votes.
Assam-Bengal ry. (R. S. Strachey)	3		
Bengal and North-Western, Rohilkund and Kumaon and Bengal Doonars rys. (A. Izat)	8		
Bengal Central ry. (E. W. H. Staples)	2		
Bengal-Nagpur ry. (T. R. Wynne)	7		
Bombay, Baroda and Central India ry. (H. D. Olivier)	10		
Burma ry. (A. T. Goodfellow)	5		
Calcutta Port Commissioners' ry. (C. H. Windle)	1		
Eastern Bengal ry. (C. E. Vining)	6		
East Indian ry. (J. Douglas)	10		
Great Indian Peninsula ry. (H. Wenden)	10		
Madras ry. (H. Bonham-Carter)	7		
Nizam's Guaranteed State ry. (W. Pendlebury)	4		
North Western ry. (E. F. Jacob)	9		
Oudh and Rohilkhand ry. (J. Manson)	6		
Southern Mahratta ry. (W. B. Wright)	6		
South Indian ry. (A. D. G. Shelley)	5		

Carried unanimously.

Proposed by Mr. A. Izat, C.I.E., seconded by Major H. Bonham-Carter, Resolution  
R.E. :— No. 8.

That clauses 3 to 9 of the Select Committee's proposal be accepted as follows :—

(Vide Resolution 1,  
appendix No. 14.)

- (3) to interpret all readings of Conference rules, decisions, and awards ;
- (4) to alter or cancel existing Conference rules and make such new ones as may from time to time be required.
- (5) In all matters referred to it under (1), the Chamber shall give such opinion or make such representation as it may think fit.
- (6) In all matters referred under (2) and (3), the decision of the Chamber shall be final and binding.
- (7) In all matters connected with (4), the decision of the Chamber shall be binding after confirmation by the Government of India and the Boards of Directors concerned.
- (8) With regard to (1), (3), and (4), the majority must consist of  $\frac{2}{3}$  of the total votes of those present, and with regard to (2) a bare majority shall rule the decision.
- (9) In voting on all questions put before the Chamber, the voting power of each railway shall be calculated on the same basis as at the last Railway Conference or as altered from time to time.

Amendment proposed by Mr. T. R. Wynne, seconded by Mr. A. T. Goodfellow :—

That clauses 3 to 7 only should be accepted.

The Conference divided on the amendment :—

<i>Ayes—59 votes.</i>		<i>Noes—40 votes.</i>	
	Votes.		Votes.
Bengal Central ry. (E. W. H. Staples)	2	Assam-Bengal ry. (R. S. Strachey)	3
Bengal-Nagpur ry. (T. R. Wynne)	7	Bengal and North-Western, Rohilkhand and Kumaon and Bengal	
Bombay, Baroda and Central India ry. (H. D. Olivier)	10	Doonars rys. (A. Izat)	8
Burma ry. (A. T. Goodfellow)	5	Eastern Bengal ry. (C. E. Vining)	6
Calcutta Port Commissioners' ry. (C. H. Windle)	1	East Indian ry. (J. Douglas)	10
Great Indian Peninsula ry. (H. Wenden)	10	Madras ry. (H. Bonham-Carter)	7
Nizam's Guaranteed State ry. (W. Fendlebury)	4	Oudh and Rohilkhand ry. (J. Manson)	6
North Western ry. (E. F. Jacob)	9		
Southern Mahratta ry. (W. B. Wright)	6		
South Indian ry. (A. D. G. Shelley)	5		

Amendment *carried*.

Proposed by Mr. A. Izat, C.I.E., seconded by Major H. Bonham-Carter, Resolution  
R.E. :— No. 9.

That clauses 8 and 9 of the Select Committee's proposals, as recorded in Resolution No. 8, be accepted. (Vide Resolution 1, appendix No. 14.)

First amendment proposed by Mr. W. B. Wright, seconded by Mr. E. F. Jacob, C.I.E. :—

That the system of calculating the voting power of each railway adopted by the Conference of 1888 be accepted for the Chamber of Indian railways now to be constituted, which is similar to that adopted by the International Railway Congress, *viz.*—

Two votes for a railway not exceeding in length 100 miles ;

Three votes for a railway exceeding 100, but not exceeding 500 miles ; and one additional vote for each 500 miles, or part thereof, subject to a maximum limit of eight votes for each line.

Second amendment proposed by Mr. T. R. Wynne, seconded by Mr. A. T. Goodfellow :—

That in voting on all questions put before the Chamber, the voting powers of each railway be equal, namely, one vote to each railway irrespective of its length or traffic carried.



The Conference divided on the second amendment:—

<i>Ayes—18 votes.</i>		<i>Noes—80 votes.</i>	
	Votes.		Votes.
Bengal Central ry. (E. W. H. Staples)	2	Assam-Bengal ry. (R. S. Strachey)	3
Bengal-Nagpur ry. (T. R. Wynne)	7	Bengal and North-Western, Rohilkund and Kumaon and Bengal	
Burma ry. (A. T. Goodfellow)	5	Dooars rys. (A. Izat)	8
Nizam's Guaranteed State ry. (W. Pendlebury)	4	Bombay, Baroda and Central India ry. (H. D. Olivier)	10
		Eastern Bengal ry. (C. E. Vining)	6
		East Indian ry. (J. Douglas)	10
		Great Indian Peninsula ry. (H. Wenden)	10
		Madras ry. (H. Bonham-Carter)	7
		North Western ry. (E. F. Jacob)	9
		Oudh and Rohilkhand ry. (J. Manson)	6
		Southern Mahratta ry. (W. B. Wright)	6
		South Indian ry. (A. D. G. Shelley)	5

[ Calcutta Port Commissioners' railway (Mr. O. H. Windle) did not vote.]

The second amendment having been lost, the Conference divided on the first amendment:—

<i>Ayes—30 votes.</i>		<i>Noes—69 votes.</i>	
	Votes.		Votes.
Bengal Central ry. (E. W. H. Staples)	2	Assam-Bengal ry. (R. S. Strachey)	3
Bengal-Nagpur ry. (T. R. Wynne)	7	Bengal and North-Western, Rohilkund and Kumaon and Bengal	
Burma ry. (A. T. Goodfellow)	5	Dooars rys. (A. Izat)	8
Calcutta Port Commissioners' ry. (C. H. Windle)	1	Bombay, Baroda and Central India ry. (H. D. Olivier)	10
North Western ry. (E. F. Jacob)	9	Eastern Bengal ry. (C. E. Vining)	6
Southern Mahratta ry. (W. B. Wright)	6	East Indian ry. (J. Douglas)	10
		Great Indian Peninsula ry. (H. Wenden)	10
		Madras ry. (H. Bonham-Carter)	7
		Nizam's Guaranteed State ry. (W. Pendlebury)	4
		Oudh and Rohilkhand ry. (J. Manson)	6
		South Indian ry. (A. D. G. Shelley)	5

The first amendment having also been lost, the Conference divided on the original proposal:—

<i>Ayes—80 votes.</i>		<i>Noes—11 votes.</i>	
	Votes.		Votes.
Assam-Bengal ry. (R. S. Strachey)	3	Bengal-Nagpur ry. (T. R. Wynne)	7
Bengal and North-Western, Rohilkund and Kumaon and Bengal Dooars rys. (A. Izat)	8	Nizam's Guaranteed State ry. (W. Pendlebury)	4
Bombay, Baroda and Central India ry. (H. D. Olivier)	10		
Eastern Bengal ry. (C. E. Vining)	6		
East Indian ry. (J. Douglas)	10		
Great Indian Peninsula ry. (H. Wenden)	10		
Madras ry. (H. Bonham-Carter)	7		
North Western ry. (E. F. Jacob)	9		
Oudh and Rohilkhand ry. (J. Manson)	6		
Southern Mahratta ry. (W. B. Wright)	6		
South Indian ry. (A. D. G. Shelley)	5		

[ Burma railway (Mr. A. T. Goodfellow), Calcutta Port Commissioners' railway (Mr. O. H. Windle) and Bengal Central railway (Mr. E. W. H. Staples) did not vote.]

Proposal carried.

Proposed by Mr. H. Wenden, seconded by Mr. W. Pendlebury :—

Resolution  
No. 10.

That in recommending for the approval and confirmation of Government and Boards of Directors the proceedings of the meeting of this Conference, the delegates desire to add that the annual Conference, as it is now proposed that it should be constituted, with limited powers, would gladly exercise such extended powers as may be legislated for or as Government and the Boards of Directors desire to confer on them.

Carried *without dissent*.

[East Indian railway (Mr. J. Douglas) and Assam-Bengal railway (Mr. R. S. Strachey) did not vote.]

Proposed by Lieutenant-Colonel H. D. Olivier, R.E., seconded by Mr. J. Douglas :—

Resolution  
No. 11.

That the best thanks of the delegates present at this Conference be given to Colonel G. F. Wilson, R.E., for the courteous and kindly manner in which he has conducted his duties as President.

Carried *unanimously*.

The business of the Conference being now concluded, the President expressed satisfaction with the work done and thanked the gentlemen who had attended, for the trouble and attention they had bestowed on the important questions which had been submitted to them for consideration. He especially thanked Mr. Izat, O.I.E., Chairman of the Committee, and Mr. Pope, its Secretary, for the able and business-like manner in which they had conducted its proceedings. He then declared the Conference closed.

G. F. WILSON, Colonel, R.E.,  
Chairman.



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## APPENDICES.

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## APPENDIX No. 1.

*Copies of Railway Conference letters Nos. 45, 85 and 129 of 1901 in connection with the holding of a Traffic Conference for considering the proposal regarding the establishment of a permanent annual Conference.*

No. 45, dated the 30th April 1901.

From—The Secretary, Railway Conference,

To—The Agents and Managers of railways.

Communications have now been received from all railways in regard to the Proceedings of the Traffic Conference of 1900.

2. Some railways have accepted in their entirety the resolutions which were passed: others have refused to accept some of the resolutions. All railways, except the South Indian railway, have agreed to the proposal for a regular Conference maintained and conducted independently of Government, though the East Indian railway and the Bombay, Baroda and Central India railway consider the matter requires further consideration.

3. All railways considered it necessary to refer to their Boards for their approval of the resolutions of the Conference before adopting them, and at the present date, seven months after the Conference broke up and advance proofs of the proceedings were furnished to members, and six months after the final issue of the proceedings, answers are still due from the Boards of two railways, one not the least important in India. The Board of one railway takes exception to the wording of Resolution No. 71,\*

\* Not printed.

and considers it should have been made, "subject to the confirmation of Government and the Boards of the lines represented."

4. When the President put forward the proposal which was dealt with in Resolution No. 51 of the Traffic Conference of 1899, his object was to arrive at some finality, as otherwise the whole labours of the Conference might be so much time wasted.

5. In framing the rules, however, the Committee of the Conference made them subject to confirmation by higher authority, and made some of the resolutions, when carried by a majority of one-third of the total votes, binding, while others, even though carried by a similar majority, were left to be adopted or not at the option of railways.

6. Recognising that the rules proposed were not calculated to produce the results desired, the President, in his opening address† at the Conference of 1900,

† Appendix No. 4.

again pointed out the futility of continuing these Conferences as at present constituted, unless their deliberations and resolutions were in themselves to have some binding effect, and called attention to a proposal by Colonel Wilson for the establishment of a Conference, independent of Government, which might more frequently meet and settle the many questions which at present arise in the working of railways. But in framing the rules, those of 1899 were again adopted.

7. The principle which was put forward in the proposal of the President that all resolutions carried by a majority of one-third of the votes should be binding on railways, was accepted by the Government of India, as the only reasonable solution of the difficulty which undoubtedly existed. The Boards of Directors, when approving of the proposal, also seemed to recognise the ruling as a necessary and wise one.

In according their approval, therefore, of the principle, both the Government of India and the Boards of Directors accepted the fact that a resolution carried by a majority of one-third of the votes *ipso facto* became a rule, and did not require confirmation before introduction.

8. That some resolutions which might be carried by the necessary majority might not be in the best interests of an individual railway was inevitable. But the proposal of the President was not intended to deprive railways of their individual liberty, and it was open to them at all times to require a reconsideration of such rules, and if they failed to obtain their revision, to withdraw from the Conference if they considered the benefits they obtained under the rules which did suit them did not outweigh the injury they suffered from any particular rule.

9. In the whole consideration of this matter sufficient weight does not appear to have been allowed the fact that the extension of railways in India has raised so many complications in working that it is impossible for an individual railway to stand by itself without making the complications still more serious; and that it is necessary that all railways should accept a proposal which a large majority, of both uninterested and interested railways, deem to be for the general good, even though it may not be productive of the best results for an individual railway.

10. This leads on to a consideration of the question of the resolutions which, though passed by the necessary majority, are not now held binding.

11. It stands to reason that any question submitted to the Conference on which agreement is desired and practice is to be based and which the Conference deem it advisable to bring under their general cognizance, must be in the interests of railways as a whole; and if it is necessary to submit such matters to the Conference, it is equally necessary that their decision should have the same weight as in cases relating, for instance, to the notification of changes in rates.

12. The fear has been expressed that by making such resolutions binding, the rights of railways to fix their own rates would be interfered with, but it appears to have been overlooked that proposals relating to rates, such for instance as the rates for parcels, are put forward with the object of benefiting railways, both individually and collectively. When, therefore, railways voluntarily accept such a proposal, it is clearly because of their recognition that it is in their best interests to do so; but if notwithstanding this they are at liberty to leave their acceptance open to further communication and may withdraw from or disregard the resolution at will, there is obviously little advantage in discussing the matter.

13. Another fear that has, no doubt, been present in the minds of many is that it would increase the interference of Government in rates questions. It appears again to have been overlooked that under the contracts with several of the railways Government have the right of interference to the point of fixing the rates themselves.

14. This right has so far not been exercised, but the time seems not far distant when Government may have to exercise their rights unless railways can come to some better understanding among themselves on matters of rates, and adopt rules which will prevent the reckless and thoughtless competition which is now often indulged in. Sufficient consideration does not appear to be given to the fact that Government are after all the principal shareholders, and that their interests demand that all questions shall be considered not from the point of view of the selfish interests of the individual, but from the broader point of view of the general interests; that all competition is capable of and must be a matter for compromise; and that no Board of Directors who were working for an unguaranteed dividend would permit competition to continue in an acute state for the lengthened periods during which railways now consider they are at liberty to carry it on.

15. As has before been said, Government cannot very well look with indifference on this state of things much longer, and it was to prevent or reduce this interference that the President put forward his proposal to make all resolutions binding, and it was to afford the machinery for arranging the settlement of disputes and so preventing the necessity for Government interference, that Colonel Wilson's proposal for the creation of a regular and permanent Conference independent of Government was made.

16. The East Indian railway suggest that Colonel Wilson, as the author of the latter scheme, should formulate it in greater detail for further consideration at a meeting of the representatives of all railways. He will do so and will submit his proposals\* to the several railways so as to reach them by the end of May. \* *Vide* appendix No. 9.

17. A meeting can then be arranged for to take place in September in Simla. This will give railways time to consult their Boards and to decide upon some definite line of action.

18. If the decision arrived at after a discussion of the subject should be that a permanent Conference is unnecessary and undesirable, I am directed to say that a Conference under the ægis of Government is not likely to be held before the year 1904, if then.

19. In the meantime it seems desirable that railways should come to some other arrangement for the settlement of their differences of opinion and doubts as to the interpretation of the Conference Regulations, than that agreed to in

† Appendix No. 7.

clauses *c*, *d* and *e* of Resolution No. 3† of the Conference of 1900, as the present system does not appear to produce the best results, since some railways base their views on matters outside the reference, while others evade a direct answer to issues put before them, either through not understanding the case fully or from a desire to avoid committing themselves to an opinion on a question imperfectly stated.

20. In the consideration of the matters referred to in this communication, I am to say that in England not only does the Railway Clearing House frame the rules for the interchange of traffic, but it also frames the general rules for the working of railways and to no small extent settles the disputes in regard to competitive traffic and apportions the rates between the railways interested. In other words, the Committee of the Clearing House act as a consultative body as well as a body of arbitrators, and English railways have found it to be in their interests to accept its judgment in all matters pertaining to railway practice. The desire is to create a similar body here with the object of leaving railways to work out their own salvation, and so avoid the necessity for the undue interference of Government in matters which it is possible and desirable for railways to settle for themselves, and I am directed by the President to express the hope that after a full and careful consideration of the matter, railway administrations in India and their Boards of Directors will see the advisability of confirming Resolutions† Nos. 37

‡ Appendix No. 6.

and 38 of the Traffic Conference of 1900, and will take steps to establish the necessary permanent committee (by whatever name it may be decided to call the body) and to make it a vigorous and useful institution.

I am further to add that there is one class of matters which has hitherto been discussed at Conferences, for instance, the change in the leave rules, which must of necessity be left to Government and the Boards of Directors to decide. Such questions would only be brought forward for discussion and opinion, and while given a place in the Conference Proceedings could be specially recorded as subject to superior confirmation.

No. 85, dated the 7th August 1901.

From—The President, Railway Conference,

To—The Agents and Managers of railways.

Several enquiries have reached me as to when the Conference to consider letter No. 45 of 30th April 1901 will be held.

2. While anxious that it should take place with as little delay as possible, I do not consider it desirable that the meeting should be held until the Boards of the several railways have expressed their views on the aims and objects of the proposed annual Conference. So far none of them have done so.

3. It is not, therefore, possible now to summon the Conference before the Government leaves Simla, and it has been decided to defer the meeting till December or January, when it can be held in Calcutta.



4. This postponement is all the more advisable, since there appears to be a general misapprehension as to the intention of letter No. 45 of 30th April 1901 in regard to rates matters. It was not intended that power should be given to the Railway Conference, of their own initiative, to interfere in rates disputes, or to fix rates. What was contemplated was that the Conference, or a Sub-Committee thereof, would be formed into a body of arbitrators; that it should be open to any railway which had a difference of opinion with another railway in regard to competitive traffic, to demand a reference to this body of arbitrators for the settlement of the dispute, and that this reference should be made not after but before retaliatory measures had been adopted. In other words, that competitive disputes should be settled without resort to competition with the many evils which accompany it.

5. It is hoped that a body of arbitrators so constituted will become in time a court of appeal in whose judgment and integrity railways will learn to place full confidence—such a body, in fact, as the English Clearing House Arbitration Committee are now accepted to be.

6. I shall be glad, therefore, if you will remove any misunderstanding of the Conference Secretary's letter No. 45 of 30th April 1901, which may exist, and arrange to obtain and communicate to me your Board's views by the 15th October 1901 at latest. Notice will then issue convening a meeting in December or January for the purpose of discussing the question only of constituting a regular permanent Conference, its scope and powers.

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No. 129, dated the 20th December 1901.

From—The Secretary, Railway Conference,

To—The Agents and Managers of railways.

Replies have now been received to Railway Conference letters No. 45, dated 30th April 1901, and No. 85 of 12th August 1901, from all the twelve railways addressed except one. The replies show that out of eleven railways, three only have distinctly approved of the proposal to hold an annual Conference; one is directly opposed to the proposal; one having no railway competition to face would prefer not to be a party; one cannot accept the proposal without information as to the precise powers of the proposed annual Conference; one would rather stay in the background until the scheme has been formulated; two merely state that they have instructions from their Boards that any action taken by their Agent is subject to confirmation by his Board; and two are not prepared to accept the suggested proposals without discussion.

2. The President, therefore, while repeating that in putting forward for discussion the scheme proposed by the Manager, Oudh and Rohilkhand railway, it was not intended in any way to force this or any similar scheme on the members of the Conference, the intention being to leave it entirely to the members themselves to suggest any alterations they considered necessary, has now the honour to enquire from each railway administration whether the Agent will attend a Conference, if one is held in Calcutta, on the 3rd Monday of January 1902, to discuss—

(a) the question whether a Conference should be held annually with a permanent Secretary, and in the case of this being agreed to,

(b) the powers to be conferred on such a Conference.

In case the majority of the Agents are against the proposal to hold this Calcutta Conference, it must necessarily fall to the ground, and matters be allowed to remain on their old footing.

3. I am to add that, if any railway has any suggestions to offer in connection with this question, the President will be glad to receive them, but that the suggestions, if any, should reach the Secretary a fortnight before the Conference meets, and should preferably be submitted in print.

4. A very early reply will oblige in order to afford time for the necessary arrangements to be made.

## APPENDIX No. 2.

No. 8, dated the 11th April 1899.

From—The Secretary, Railway Conference,

To—The Agents and Managers of railways.

In Railway Conference letter No. 9,\* dated the 28th February 1898, the views of the several Agents and Managers of railways were invited as to whether a Railway Traffic Conference should be held in Simla in August or September 1899. The replies received show that, although a few important railways consider a Railway Conference uncalled for at present, yet the majority are in favour of a Conference being held this year.

\*Not printed.

Appendix A to the  
Proceedings of the  
Railway Conference  
of 1899.

Railway Traffic Conference should be held in Simla in August or September 1899. The replies received show that, although a few important railways consider a Railway Conference uncalled for at present, yet the majority are in favour of a Conference being held this year.

2. Before, however, obtaining the sanction of the Government of India, and fixing a date and making final arrangements for holding a Conference this year, there are certain points which I am desired to bring to your notice, as until they are settled it seems to the President that no good results can be expected from the proposed Conference.

3. At present the Conference Rules are only applicable to such railways as choose to accept them, and a majority of votes at the Conference means nothing so long as it is not held binding on all the railways parties to the Conference, and the consequence is that certain railways have accepted such rules as suit them, and rejected those that are in any way unfavourable. Instances have also occurred where railways have not hesitated to ignore certain rules, which they have already agreed to, when it has been in their interest to do so.

4. I am, therefore, to request that you will state definitely whether you are prepared to accept, and to be bound by, the decision of the majority of votes on each rule, and to any penalty attached to each rule for a breach thereof adopted by the Conference, should one be held in September or October 1899, and if not, whether, under the circumstances, you consider there will be any use in holding a Conference at all.

5. The favour of an early reply is requested.

## APPENDIX No. 3.

*Resolution No. 51 of the Railway Conference of 1899.*

With reference to Resolution No. 8,\* the discussion on the report of Sub-Committee No. 1, (appendix L printed below) appointed for the purpose of

drafting a rule or rules to be adopted for making the Conference Regulations binding on all railway administrations who are parties to the Conference was then proceeded with.

Proposed by Mr. S. Finney, seconded by Lieutenant-Colonel G. F. Wilson, R.E. :—

- (a) That subject to the reservation in clause (b) below, all regulations (except those fixing rates and fares to be enumerated in a list to be subsequently prepared and appended to the final proceedings of this Conference) carried at the Railway Conference by not less than two-thirds of the votes of the railways who vote, shall, subject to confirmation by the Government of India and the Boards of the several railways interested, be binding on all railways parties to the Conference Regulations.
- (b) That after the regulations passed at a Conference have been in operation for a period of six months, any railway or railways shall be at liberty, after giving six months' simultaneous notice to the Secretary to the Conference and all railways parties to the Conference, to withdraw from any regulation or regulations. This withdrawal shall only apply to transactions with the railway or railways giving the six months' notice.
- (c) That all railway administrations who are parties to the Railway Conference shall constitute a Standing Committee to decide on disputed questions arising out of Conference rules in force.
- (d) That railways having such disputes shall submit their cases to the Secretary of the Railway Conference, who shall circulate them to the aforesaid Standing Committee for opinion, and a decision carried by not less than two-thirds of the votes of such Committee shall have the force of a Conference Regulation.
- (e) That in case of the majority being less than as provided for in clause (d) the question as between the railways concerned shall, unless those railways by mutual consent accept the opinion of the majority of the Conference, be decided by arbitration.
- (f) That the scale of voting shall be that adopted at the Railway Conference immediately preceding the reference, subject to revision from time to time on account of alterations in mileage, etc.

*Agreed to without dissent.*

## APPENDIX L.

Minutes of meetings of Sub-Committee No. 1 held on the 12th, 14th 18th and 19th September 1899, in accordance with Resolution No. 8 to consider Question 35, i.e., *The desirability of making the Conference Regulations binding on all railway administrations who are parties to the Conference.*

Appendix L to the Proceedings of the Railway Conference of 1899.

The above question was submitted for consideration and report to a Sub-Committee composed of the following members :—

Mr. C. A. R. CROMMELIN.  
 „ J. DOUGLAS.  
 „ S. FINNEY.  
 „ J. LIGHTFOOT.  
 „ A. MUIRHEAD.

Mr. N. PRIESTLEY.  
 „ F. W. READ.  
 MESSRS. F. T. RICKARDS & W. B. WRIGHT.  
 Mr. J. WALKER.  
 „ H. DAVIES (*Secretary*).

Mr. Finney was elected as Chairman of the Sub-Committee.

Mr. Finney's proposal contained in Resolution No. 8 was read, and proposals and suggestions by Mr. Lightfoot, Lieutenant-Colonel Constable and Mr. Read for carrying out the object of the reference to the Sub-Committee were read and considered.

1. Mr. Finney remarked that he would accept Mr. Read's proposals subject to such omondations as might meet the views of the Sub-Committee, in place of the Resolution submitted by him for the consideration of the Conference. Mr. Finney's proposal as amended by Mr. Read's proposal was read as below :—

"(a) All regulations, except those relating to rates and fares, passed by the Railway Conference by a majority of not less than two-thirds of the votes of the railways who elect to vote, shall, after having been confirmed by the Government of India and the Boards of the several railways interested, be binding on all railways parties to the Conference Regulations.

(b) In order to meet the necessity for interpretations and revisions of regulations passed at any and every Conference similar to the present one, a Sub-Committee be now appointed to consider and report to the Conference in what form Standing Committees might be appointed for the purpose of interpreting the meaning of any regulations upon which doubts may subsequently arise; and also (if considered desirable) to revise under certain precautionary restrictions, with immediate effect, any regulation which may need revision. All such interpretations or revisions (if considered desirable) to be subject to the confirmation or rejection of the railways parties to this Conference or of superior Standing Committees which should meet periodically under the presidency of the Director of Traffic to dispose of appeals from the decisions of other Committees."

Paragraph (a) of the above proposals was approved with certain reservations.

2. Paragraph (b) (Mr. Read's proposal) was then read, and the following rules were suggested for consideration :—

(a) That all members of the Railway Conference shall constitute a Standing Committee to decide on disputed questions arising out of Conference rules in force.

(b) That railways having disputes shall submit their cases to the President of the Railway Conference, who shall circulate them to the aforesaid Standing Committee for opinion, and a decision arrived at by a majority of one-third of the votes of such Committee shall have the force of a Conference Regulation.

(c) That in case of the majority being less than one-third the case shall be decided by arbitration conducted in the ordinary way.

3. Lieutenant-Colonel Constable's proposal as contained in appendix G,\*

\* Not printed.

Resolution No. 8, was then laid before the Sub-Committee, but the first paragraph was not approved, as it binds only members of the Conference who vote in favour of any particular resolution. It was considered that the remainder of Lieutenant-Colonel Constable's proposal would be met by the rules formulated below.

4. Mr. Lightfoot's suggestions were then considered and merged in the following proposals recommended by the Committee.

5. The Committee, therefore, finally recommend the following regulations to ensure adherence to Conference rules by all railways who are parties to the Conference :—

[*Vide* Resolution No. 51 at head of this appendix.]

6. Mr. Douglas, while concurring in the rules proposed by the Sub-Committee, wished to record that the scale of voting powers adopted by the Conference now sitting does not, in his opinion, secure an adequate representation of the views of the larger railway systems which are mainly and so largely interested in the matters governed by the Conference Regulations.

Note by Mr. J. Douglas.

7. Messrs. Rickards and Muirhead, while accepting the proposals of the Sub-Committee as practically fulfilling all that is required, desired to place on record the views expressed by the Boards of the Indian Midland and Great Indian Peninsula railways in paragraphs 2, 3 and 4 of their letter No. 61, dated the 14th July 1899, from the Board of the Great Indian Peninsula Railway Company to the Agent, Great Indian Peninsula railway, which read as follows :—

Note by Messrs. F. T. Rickards and A. Muirhead.

"2. In the initial letter the President, Railway Conference, asks that each railway will state definitely whether—

(1) They are prepared to accept and to be bound by the decision of the majority of votes on each rule, and

(2) Are also prepared to be penalized for a breach of rule.

3. As regards the latter point, the Board conceive that the Railway Conference has no power under the Railway Act or other Acts to impose any penalty. The several railway administrations might, doubtless, amongst themselves, agree to suffer penalty for breach of rule, but no such agreement could be held binding unless every railway administration assented thereto. Absolute unanimity would, therefore, be necessary before such an arrangement could hold.

4. As regards the question of the majority of votes, it is observed that some of the rules passed by the Conference of 1893 were passed by a very small majority; and to this fact may be ascribed the hesitation on the part of some railways to be bound by all the rules. It must also be noted that there are several points of practical interest which may deal hardly with railways operating to the seaboard and which do not affect internal lines of communication; and *vice versa*; but, under the present rules, the uninterested lines have full voting power and their action may nullify the conditions desired by the lines only interested. It seems therefore to the Board that on certain questions the voting power of the Conference should be restricted to those railways which only are interested. It is not considered that very many questions would come under this category; but their elimination would lead to far greater practical results, and would probably enable all lines to consent to be bound by 95 per cent. of the present rules if again passed in full Conference by substantial majorities—say two-thirds of the voting power. These would be the rules on which disputes would be settled, and they would render the work of auxiliary Arbitration Courts—such as the Claims Arbitration Committee in Southern India—a matter of routine business."

Resolved that the Sub-Committee submit these proceedings to the full Conference with the recommendation that the rules embodied in paragraph 5 be adopted by the Conference.

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## APPENDIX No. 4

*Extract from the Proceedings of the Railway Conference of 1900.*

The President, in opening the proceedings, spoke as follows:—

The efforts of the last meeting of this Conference were mainly directed towards— Opening speech by the President.

- (a) framing rules with a view to making the Conference Regulations binding on railway administrations, parties to the Conference ;

\* \* \* \* \*

2. The recommendations of the Conference on (a) were embodied in Resolutions 51 and 79 to 81. These have been accepted by the Government of India on behalf of State lines worked by Government and by the Boards of almost all the railways represented at the Conference. The East Indian Railway Board, however, have declined to adopt Resolution No. 51 on the ground that under the existing scale of voting powers the interests of lines of greatest open mileage and carrying the highest traffic are not adequately represented. The views of the Board of the Assam Bengal railway and the Darjeeling-Himalayan railway have not yet been communicated.

8. This representation of the East Indian Railway Board necessitates the question of the voting powers allotted to railways being taken up for consideration at once before proceeding with any other business.

The first thing to be done therefore will be to consider any resolution that may be put forward for the revision of the existing scale of voting powers.

The existing scale is that passed under Resolution No. 3<sup>d</sup> of last year's Conference, and as this meeting is only the re-assembling of that Conference, those voting powers will continue in force and be exercised in connection with the first question to be put to the meeting.

\* Not printed.

After this question has been settled, it is for the delegates to consider Resolution No. 51 of last year's Conference with the view of making the Conference Regulations passed during the present meeting binding on all railways, and also to consider what penalty, if any, should be attached to a breach of the regulations by any railway party to the Conference.

I am of opinion that the Conference rules should be binding on all railways, parties to the Conference. Otherwise I see no necessity in continuing the Conference on the present lines; and if the majority of the delegates agree to this, as was done last year, this is the first resolution after the settlement of the voting powers question which should be put to the meeting.

If the majority decide against making the Conference Regulations binding, it will, I think, be wise to dissolve the Conference altogether. It will then be open to the delegates to convene a fresh Conference, electing their own President and Secretary and proceed to consider the subjects on the agenda or to take any further action which they may consider desirable. Should a dissolution of the Conference be decided upon, any further action must be taken by the representatives of railway companies themselves. The Managers of State worked railways will act independently as representatives of their own lines on behalf of Government.

It will not be out of place to here draw your attention to a proposal† sent

† Vide appendix No. 5.

up by the Manager, Oudh and Rohilkhand railway, to establish a permanent Railway Conference office with a paid Secretary, independent of Government, with a view to more frequent meetings, at any centre which may be considered convenient to yourselves from time to time, of the Standing Committee under a President, to be elected by the members.

This question is also touched upon by Mr. Lightfoot in his able note‡ on the desirability of establishing a Railway Clearing House in India and is, I think, worthy of very serious consideration.

‡ Not printed.

The number of references made during the past year regarding the regulations which had only been in force a few months points to the desirability of there being a special Conference office and staff, independent of Government, who will be able to devote their whole time to Conference work.

It will also be observed that in nearly all cases, owing to the members being aware that a meeting would be held in September, there was a general request that the questions referred should be held over for discussion at this meeting.

This points to the necessity of more frequent meetings of this body. The establishment of a special Conference office would enable meetings to take place every year if desired, whereas on the existing lines we cannot expect to have a meeting for another three years at least. Such an office would cost, including salaries, printing, etc., about Rs. 25,000 per annum; and if divided between the State and other railways in proportion to ton-mileage, length of line or in any other way which may best suit the majority of lines, it will not, I think, be considered a very expensive luxury, and will no doubt greatly facilitate the disposal of the many references constantly being sent up to headquarters.

If the present meeting is to be continued on the old lines, it is for your consideration whether the proposal mentioned above should be introduced for the future. I may here state that a certain amount of misapprehension appears to exist as to Government being desirous through these Conferences of increasing its power of interference in the working of companies' lines. I think it is only necessary to refer to last year's proceedings to show that no such desire exists. It will be noticed that Managers of State lines were not representing Government, but voted quite independent of each other in the interests of their own lines, and the only part Government has taken in the Conference is to accept the decision of the majority of the delegates.

Under these circumstances there is no reason to suppose that Government would oppose the proposal mentioned above for a Conference independent of it.

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## APPENDIX No. 5.

*Note by the Manager, Oudh and Rohilkhand Railway.*

With reference to Resolution 51\* (c) of the Railway Conference of 1899,

\* Appendix No. 3.

regarding the formation of a Standing Committee to decide disputed questions,

Question No. 29.  
(The establishment of a yearly Conference with a paid Secretary and office staff.)

the present manner in which disputed questions are circulated for the decision of the Standing Committee seems capable of improvement. It does not seem possible to represent every side of a question by statements in writing regarding the differences of opinion on the reading of any particular resolution. However carefully one may study questions submitted in this form for opinion, it is possible that on hearing all the arguments for and against them, one may be prepared to completely alter the opinion formed at first sight. Again these questions are put forward for opinion during the busiest time of the year, when it is almost impossible to give them the attention they deserve and to look at them from every point of view. Railway matters in India are progressing so fast that a Conference once in 3 or 4 years does not keep pace with the changes in rules necessary. It is proposed, therefore, that these Traffic Conferences should be shorter in duration and held every year for the purpose of considering changes in the resolutions, after which the Conference could sit as a Standing Committee to reconcile the various readings claimed for its resolutions and obtain the benefit of all opinions before giving a decision. It is claimed for this proposal that a larger number of parties to the Conference would be likely to agree to any particular reading, when full opportunity has been given for argument and investigation. Another advantage that would arise from this proposal is that the Standing Committee would, at Simla, have the full benefit of reference to all Government Resolutions that might bear on any question, and be able also to obtain the views of the Government in the matter. It is also thought that the time has come that a complete record of all the disputed readings and the pith of the arguments used for and against them should be kept and some continuous history maintained of the Conference proceedings both as a Conference and Standing Committee, and that the whole literature of the Conference should be properly and systematically edited. It very often happens at the Conference that some member uses as an argument his remembrance of why such and such resolution was put forward by such and such a man in such and such a year. It ought to be possible in all such cases for the Conference or the Standing Committee to refer at once to a Secretary or a Registrar to give full particulars and verify such statements. As at present conducted, it is quite possible that much of the valuable part of these Conferences will be lost, unless each one individually compiles his own record. The whole proceedings are getting quite big enough and important enough to deserve some constant factor such as a Registrar or Secretary to edit and compile them.

The following issues were framed on the above proposal:—

- (a) Whether it is desirable to establish a yearly Conference with a paid Secretary and office staff, and if so,
- (b) whether the railways are prepared to contribute towards the cost† of keeping up a permanent establishment.
- (c) In the event of (b) being agreed to, on what basis should the total cost be apportioned between the several railways?

† It has been roughly estimated that the total cost would amount to about Rs 25,000 per annum. Government cannot be expected to bear the whole cost which, if distributed over the railways in India, would amount to a small sum which the railways might be willing to pay if they consider the proposal to be of sufficient importance.



## APPENDIX No. 6.

*Extracts from the Proceedings of the Railway Conference of 1900.*

\* Appendix No. 5. The recommendations on Question No. 29\* (The establishment of a yearly Conference with a paid Secretary and office staff) were next taken up for consideration.

Resolution No. 37  
of the Railway Conference of 1900.

Proposed by Lieutenant-Colonel H. D. Olivier, R.E., seconded by Lieutenant-Colonel G. F. Wilson, R.E. :—

That a yearly Conference be held with a paid Secretary and office staff; that the latter have their head-quarters at Simla, but that the Conference be held each year at such place as may be determined on at the previous Conference.

*Agreed to without dissent.*

Resolution No. 38  
of the Railway Conference of 1900.

Proposed by Lieutenant-Colonel J. Burn Murdoch, R.E., seconded by Lieutenant-Colonel H. D. Olivier, R.E. :—

That the administrations of the various railways recommend Government or their Boards to contribute towards the cost of keeping up the necessary permanent establishment, the cost being apportioned between the several railways in direct proportion to their voting powers. The approximate cost is believed to be about Rs. 260 per vote per annum.

*Agreed to without dissent.*

*Extracts from the Proceedings of Committee No. 1 (Appendix J to the Proceedings of the Railway Conference of 1900).*

**XXXIV.—Proposed by Mr. Spalding and seconded by Mr. Dring :—**

That the discussion of Question No. 29 be taken up in full Conference.

*Amendment proposed by Mr. Lightfoot and seconded by Lieutenant-Colonel Olivier :—*

That issue (a) of Question No. 29 be now discussed.

The Committee divided on the amendment :—

<i>Ayes—62 votes.</i>			<i>Noes—27 votes.</i>		
		Votes.			Votes.
J. Burn Murdoch (S. M. ry.)	.	6	W. H. Dring (E. I. ry.)	.	10
E. H. Dwyne (Nizam's ry.)	.	4	A. E. P. Graves (B. N. ry.)	.	6
W. B. Wright (I. M. and G. I. P. rys.)	13		G. F. Wilson (O. & R. ry.)	.	6
H. D. Olivier (B., B. & C. I. ry.)	.	9	W. H. Spalding (S. I. ry.)	.	5
J. Lightfoot, (E. B. and C. P. Cs.' rys.)	7				
E. F. Jacob (N. W. ry.)	.	10			
A. Izat (B. & N. W., R. & K. and B. D. rys.)	8				
F. Dunsterville (Madras ry.)	.	5			

[ Mr. W. Drew (E. C. ry.) and Mr. J. Stuart (A. B. ry.) did not vote.]

The amendment was carried.

**XXXV.—Proposed by Lieutenant-Colonel Olivier and seconded by Lieutenant-Colonel Wilson.**—That a yearly Conference be held with a paid Secretary and office staff; that the latter have their head-quarters at Simla, but that the Conference be held each year at such place as may be determined on at the previous Conference.

Lieutenant-Colonel Olivier's proposal was carried, the voting being as follows :—

*Ayes—53 votes.*

	Votes.
J. Burn Murdoch (S. M. ry.) . . .	6
E. H. Dwane (Nizam's ry.) . . .	4
W. Drew (E. C. ry.) . . .	4
E. F. Jacob (N. W. ry.) . . .	10
H. D. Olivier (B., B. & C. I. ry.) . . .	9
J. Lightfoot (E. B. ry.) . . .	6
G. F. Wilson (O. & R. ry.) . . .	6
F. Dunsterville (Madras ry.) . . .	5
J. Stuart (A. B. ry.) . . .	3

[ Mr. W. A. Dring (E. I. ry.), Mr. W. B. Wright (I. M. and G. I. P. rys.), Mr. W. H. Spalding (S. I. ry.), Mr. A. Izat, C.I.E., (B. and N. W., R. and K., and B. D. rys.) Mr. A. E. P. Graves (B. N. ry.), and Mr. J. Lightfoot (C. P. Cs.' ry.) did not vote.]

It was decided by the Committee to proceed with the discussion on issues (b) and (c).

Proposed by Lieutenant-Colonel Burn Murdoch, and seconded by Lieutenant-Colonel Olivier :—

That the administrations of the various railways recommend Government or their Boards to contribute towards the cost of keeping up the necessary permanent establishment, the cost being apportioned between the several railways in direct proportion to their voting powers. The approximate cost is believed to be about Rs. 260 per vote per annum.

Amendment proposed by Mr. Wright, and seconded by Mr. Izat :—

That the proportion of the cost of keeping up a permanent Conference establishment, which would be payable by those railways who are already charged a fixed rate for Government supervision and control, shall be borne by Government out of such fixed charge.

The Committee divided on the amendment, which was lost on a show of hands. The Committee then divided on the original proposal :—

*Ayes—53 votes.*

	Votes.
J. Burn Murdoch (S. M. ry.) . . .	6
E. H. Dwane (Nizam's ry.) . . .	4
W. Drew (E. C. ry.) . . .	4
H. D. Olivier (B., B. & C. I. ry.) . . .	9
J. Lightfoot (E. B. ry.) . . .	6
G. F. Wilson (O. & R. ry.) . . .	6
E. F. Jacob (N. W. ry.) . . .	10
F. Dunsterville (Madras ry.) . . .	5
W. H. Spalding (S. I. ry.) . . .	5
J. Stuart (A. B. ry.) . . .	3

*Noes—8 votes.*

	Votes.
A. Izat (B. & N. W., R. & K. . . and B. D. rys.)	8

[ Mr. W. A. Dring (E. I. ry.), Mr. W. B. Wright (I. M. and G. I. P. rys.) Mr. A. E. P. Graves (B. N. ry.), and Mr. J. Lightfoot (C. P. Cs.' ry.) did not vote.]

Proposal was carried.

## APPENDIX No 7.

*Extract from the Proceedings of the Railway Conference of 1900.*

Resolution No. 8  
of the Railway Conference of 1900.

Proposed by Lieutenant-Colonel J. Burn Murdoch, R.E., seconded by Lieutenant-Colonel G. F. Wilson, R.E. :—

That in Resolution No. 51 which reads as follows—

- (a) That subject to the reservation in clause (b) below, all regulations (except those fixing rates and fares to be enumerated in a list to be subsequently prepared and appended to the final proceedings of this Conference) carried at the Railway Conference by not less than two-thirds of the votes of the railways who vote shall, subject to confirmation by the Government of India and the Boards of the several railways interested, be binding on all railways parties to the Conference Regulations.
- (b) That after the regulations passed at a Conference have been in operation for a period of six months, any railway or railways shall be at liberty, after giving six months' simultaneous notice to the Secretary to the Conference and all railways parties to the Conference, to withdraw from any regulation or regulations. This withdrawal shall only apply to transactions with the railway or railways giving the six months' notice.
- (c) That all railway administrations who are parties to the Railway Conference shall constitute a Standing Committee to decide on disputed questions arising out of Conference rules in force.
- (d) That railways having such disputes shall submit their cases to the Secretary of the Railway Conference, who shall circulate them to the aforesaid Standing Committee for opinion, and a decision carried by not less than two-thirds of the votes of such Committee shall have the force of a Conference Regulation.
- (e) That in case of the majority being less than as provided for in clause (d), the question as between the railways concerned shall, unless those railways by mutual consent, accept the opinion of the majority of the Conference, be decided by arbitration.
- (f) That the scale of voting shall be that adopted at the Railway Conference immediately preceding the reference, *subject to revision from time to time on account of alterations in mileage, etc.\**

clauses (b) and (f) be cancelled and that clauses (a) and (d) be modified as shown below :—

- (a) That all regulations and rulings carried at the Railway Conference as binding by not less than two-thirds of the votes of the railways who vote shall, subject to confirmation of Government of India and the Boards of the several railways concerned, be binding on all railways parties to the Conference.
- (d) That railways having such disputes shall submit their cases to the Secretary of the Railway Conference. When doing so the railway or railways concerned shall state whether an opinion (not binding) or a ruling (ruling including any new rules, regulations, etc.) is required. The Secretary shall circulate the papers to the aforesaid Standing Committee. If a ruling has been asked for, the ruling, if carried by not less than two-thirds of the votes of such Committee, shall have the force of a Conference Regulation until rescinded by another vote of the Railway Traffic Conference or the Standing Committee.

\* Amendment proposed by Mr. E. F. Jacob, C.I.E., seconded by Mr. A. Muirhead :—

That Resolution No. 51 as passed at the Conference of 1899 be now confirmed.

The Conference divided on the amendment :—

<i>Ayes—66 votes.</i>			<i>Noes—18 votes.</i>		
		<i>Votes.</i>			<i>Votes.</i>
E. H. Dwane (Nizam's ry.)	.	5	J. Burn Murdoch (S. M. ry.)	.	6
W. Drew (E. C. ry.)	.	4	H. D. Olivier (B., B. & C. I. ry.)	.	7
W. A. Dring (E. I. ry.)	.	7	† G. F. Wilson (O. & R. ry.)	.	5
A. Muirhead (G. I. F. ry.)	.	7			
W. B. Wright (I. M. ry.)	.	5			
J. Lightfoot (E. B. ry.)	.	5			
A. E. P. Graves (B. N. ry.)	.	5			
E. F. Jacob (N. W. ry.)	.	7			
A. Izat (B. and N.-W., R. & K. & B. D. rys.)	.	7			
F. Dunsterville (Madras ry.)	.	5			
W. H. Spalding (S. I. ry.)	.	5			
J. Stuart (A. B. ry.)	.	4			

*Amendment agreed to.*

\* The sentence in *statutes* has since been modified to read as follows :—  
"unless the voting scale shall have been subsequently revised, prior to the reference, when the revised scale shall be adopted."

(Railway Conference letter No. 78, dated the 29th July 1901.)

† In the proof of the proceedings of first day's meeting, Lieutenant-Colonel G. F. Wilson, R.E., was shown as having voted in favour of Resolution No. 3. At the meeting on 19th September 1900, he pointed out that this was an error, and, with the permission of the Conference, his vote was recorded against the Resolution originally intended.

## APPENDIX No. 8.

No. <sup>8207 B</sup><sub>1210</sub>, dated 11th February 1902.

From—The Agent, Southern Mahratta railway,  
To—The Secretary, Railway Conference.

With reference to correspondence ending with your No. 16,\* dated 14th January 1902, I have the honour to submit, for reference to the Standing Committee of the Railway Conference, a memorandum, regarding the action to be taken on the refusal of the Madras railway to abide by their decision, communicated to you in letter No. M. 12335† of 13th November 1901, from the Agent and Manager, Madras railway.

\* Not printed.

† *Vide* pages 33 & 34 *seq.*

*Memorandum referred to.*

At the Conference of 1899, the question of the desirability of making the Conference Regulations binding on all Railway Administrations who are parties to the Conference, was considered by Sub-Committee No. 1, and at a meeting of that Committee, Mr. Read, the Delegate for the Madras railway, submitted proposals to that end, which contained the proviso that a Standing Committee should be appointed "for the purpose of interpreting the meaning of any regulations" \* \* \* "and also (if considered desirable) to revise under certain precautionary restrictions with immediate effect any regulation which may need revision," etc.

2. The proposals having been considered by Sub-Committee No. 1 the following rules, based on them, were framed, and having been agreed to in full Conference, without dissent, became part of the Conference Regulations.

*Extract—51 (c)* That all railway administrations who are parties to the Railway Conference shall constitute a Standing Committee to decide on disputed questions arising out of Conference rules in force.

*(d)* That railways having such disputes shall submit their cases to the Secretary of the Railway Conference, who shall circulate them to the aforesaid Standing Committee for opinion, and a decision carried by not less than two-thirds of the votes of such Committee shall have the force of a Conference Regulation.

3. These rules were confirmed by the Conference of 1900, the Delegate for the Madras railway again voting in favour of them.

4. The Madras Railway Company subsequently submitted to the Standing Committee a case for decision, which had, shortly stated, arisen under the following circumstances, namely:—

By rate advice No. 12, dated 20th December 1899, the Madras railway had compounded the mileage from stations, Munnal to Calicut, to stations north of Raichur, so as to equalise the distance by their route with the shortest route *via* Bangalore and Guntakal, for all parcels and luggage traffic, and in response the Great Indian Peninsula railway and the Southern Mahratta railway notified that in through booking to and from the Madras railway stations, they would claim freight on parcels and luggage on the local distance of each railway calculated from the junction with the Madras railway. This the Madras railway considered contrary to Conference rules,

† Not printed,

and by letter No. R. 11946,‡ dated 6th February 1900, referred the matter to the Railway Conference for the opinion of the Standing Committee.

5. The issues raised by the Madras railway and the voting of the Standing Committee in connection with the questions, are given below.

ISSUES.	VOTES RECORDED.	
	For Great Indian Peninsula and Southern Mahratta railways.	For Madras railway.
(1) Is the Great Indian Peninsula advice 1 (Coaching) R. 85, dated 6th January 1900, in order?—		
(a) Under Conference Regulation 32.	Yes. (78 votes.)	No. (13 votes.)
(b) In the absence of dissent from Regulation 53 (k).		
(2) Would the Great Indian Peninsula advice be in order if it had been made to apply only to traffic on which the Madras railway claim independent local charges?	Yes. (65 votes.)	No. (13 votes.)
(3) Is the Southern Mahratta railway advice (telegram R. 68 of 9th January 1900) in order?		
(a) Under Conference Regulation 32.	Yes. (78 votes.)	No. (13 votes.)
(b) In the absence of dissent from Regulation 53 (k).		
(4) If the Great Indian Peninsula and the Southern Mahratta railways advice are in order from what date can they be made to take effect?	The date on which the Madras railway notification came into force (76 votes.)	

6. In this connection it will be seen from page 5 of the Proceedings of the Conference of 1900, that Mr. Dunsterville, the representative of the Madras railway, in a discussion as regards rules being held to be binding, asked the Members of the Conference to understand that the Madras Railway Company did not admit that they had in any way broken a Conference Rule, and that in the particular case referred to, the Agent and Manager of the Madras railway had asked for a fresh reference to the Standing Committee, for the reasons set forth in his letter of the 10th September 1900 and its enclosures.

7. The Acting Agent and Manager of the Madras railway by letter No. M. 12335, dated 13th November 1901, addressed to the Secretary of the Railway Conference, notwithstanding that the reference in the case in point had been made to the Standing Committee by that Company, now states that "*the question whether the Madras railway may or may not quote adjusted rates is not one which can be appropriately referred to the Standing Committee,*" and adds that he cannot take further action under that Resolution.

8. The subject of the dispute has now been referred on three separate occasions (once to the Claims Arbitration Committee of Southern India and twice to the Conference) by the Madras railway, for a decision, and on all three occasions decisions adverse to that Company were given, which they still decline to abide by, in direct contravention of Conference Resolution No. 51 of 1899, confirmed by Resolution No. 3 of 1900, the provisions of which they had accepted.

9. The Conference is now asked to decide the following issues:—

*First.*—The Madras Railway Company having declined to accept the final decision of the Standing Committee on a question referred to that Committee in accordance with Resolution No. 51 (c) & (d) of 1899, whether the Conference will consider the desirability of a reference being made to the Government of India, in view to a settlement of the matter in dispute.

*Secondly.*—Whether the Conference will consider the necessity for now adopting as an addition to Resolution No. 51 of the Conference of 1899, a rule corresponding to the following rule extracted from the English Clearing House Regulations:—

*"The corporation have the power of giving notice to any Company that it shall cease to be a party to the Clearing System in one month from the date of such notice; but the meeting at which the resolution to give notice is adopted must be specially called for the purpose, and two-thirds of the members present must concur in it."*

*Thirdly.*—In what other way the Conference proposes to deal with the Madras railway, which after referring a disputed question for the decision of the Standing Committee of the Conference, declines to abide by such decision when it is recorded against that Company.

No. M. 12335, dated the 13th November 1901.

From—The Agent and Manager, Madras railway,  
To—The Secretary, Railway Conference.

I have the honour to refer to your letter No. 60\* of 12th June 1901 and must first express my regret that it has remained so long unanswered. That letter conveys to me the decision of the Standing Committee of the Conference on practically two questions :—

\* Not printed.

- (1) Was the issue of Madras railway advice No. 12 of 1899 irregular?
- (2) Was the Madras railway in order in charging on fictitious distances?

2. In regard to the first point, I may remark that, at the time the advice was issued, Regulation 32 (a) of 1893 was in force and the advice was obviously out of order under this Regulation, as were equally the whole of the advices issued during December 1899 by all railways in connection with the introduction of Conference Regulations of 1899. They could all be accepted by mutual consent only.

The only portion of the notice, however, to which exception is now taken, the paragraph referring to local rates having been already cancelled, is the table of equalised mileages.

This table with the exception of the addition of one station, Ranipet, was identical with that re-introduced from 1st January 1900 by advice No. 11 of 1899, which was duly notified on the 20th November 1899, under Conference Regulation 32 (a) in the following terms :—

#### COACHING.

"Parcels traffic item 1 of advice No. 7 and item 1 of supplement to advice No. 8 of 1898 will be introduced in through booking *via* Raichur with effect on and from 1st January 1900 (paragraph under "Coaching" of advice No. 8 of 1899 is hereby cancelled)."

This advice has never been cancelled and the notification in advice No. 12 being thus a reproduction only of a notification already in force, the validity or otherwise of the latter does not affect the question.

3. In regard to the second point, I would remark that I am not aware of your authority for referring to the "absence of dissent from Regulation 53 (h)" which practically begs the whole question.

The Madras railway representative dissented at the Conference from Regulation 53 (then 55) (h).

The dissent was confirmed by the Board of Directors, was notified to all railways by the Management in this country and is duly noted in the official copies of the Conference Regulations.

Apparently from footnote (a) to your letter, the ground on which you refer to the absence of dissent, is that notice of dissent had not been given under Resolution 51 (b) of 1899. But you appear to have overlooked the fact that this refers to dissent from a binding regulation and that a necessary precedent to a regulation being binding on a railway is the confirmation of its Board, *vide* Resolution 51 (a) of 1899.

But the Board of the Madras railway not only did not confirm Regulation 53 (h) so as to make it binding but they did confirm a dissent from it, as was presumably necessary to establish such dissent, and hence Regulation 53 (h) of 1899 is not, and has never been, binding on the Madras railway and no further dissent is therefore necessary.

It follows from this that since Regulation 53 (h) does not, as regards the Madras railway, come under the terms of Resolution 51 (a) of 1899, *i.e.*, is not a binding Regulation, the question whether the Madras railway may or may not quote adjusted rates, is not one which can be appropriately referred to the Standing Committee.

4. My predecessor appears to have referred in the belief that, since other railways in Northern India had equalised distances without objection, the principle would be accepted by the Standing Committee, and he would thus avoid being placed in direct conflict with the Conference.

I note that his anticipation was so far justified that the decision in regard to the question of adjusted mileages was not approved by the necessary two-thirds majority.

5. It appears to me however that in making the reference, the Madras railway placed itself in a false position, and the unpleasant duty has therefore devolved upon myself of extricating it therefrom.

It is obvious that since the position I have adopted is that the question is not a suitable one for reference to the Standing Committee under Resolution 51, I cannot consistently take further action under that resolution, and I propose therefore to endeavour to settle the dispute by mutual agreement with the railways concerned.

A copy of this reply has been sent to all railways to whom the reference was made.

## APPENDIX No. 9.

*Details of the scheme proposed by the Manager, Oudh and Rohilkhand railway,  
for the formation of a permanent annual Conference.*

It is apparent that our labours at the Railway Conference and in the Standing Committee, as at present constituted, have not so far commanded the confidence of Government; and that, if they are not rendered more effective by a reconstitution of the Conference and Standing Committee, matters will be taken out of our hands, and Government will take steps to see that its interests, as the largest shareholder of railways and as the guardian of the country, do not suffer.

2. In the words of paragraph 14 of the Secretary to the Conference's letter <sup>\* Vide appendix No. 1.</sup> No. 45\* of 30th April 1901, "unless railways can come to some better understanding among themselves on matters of rates, and adopt rules which will," etc., Government may have to interfere and exercise its rights. It, therefore, now rests with us to decide whether we will adopt the more dignified and desirable plan of reconstituting the Conference and the Standing Committee so as to attain the desired result, or submit to a much extended Government control and interference, specially in rates questions.

3. It seems evident from the Secretary's letter that the first reform to be aimed at in the reconstitution is the making of the resolutions of the reconstituted body, whether passed unanimously or by an agreed-upon majority, *binding on all the railways parties to the new constitution without further reference to Government or Boards of Directors.* It is easy to imagine cases in which a resolution, though in the interests of the majority of railways, might have a prejudicial effect on the interests of one or more railways peculiarly situated, and it would seem that such railways, without having to take the extreme step of withdrawing from the Conference, should have some means of having their special cases considered, and, if possible, provided for. It is suggested that in such cases the aggrieved railway should, while accepting the resolution as binding, appeal to the Select Committee of members (mentioned in paragraph 4 of the scheme) for such exceptional exemption or terms as will meet its requirements. The Select Committee of the Conference would consider the case and give an award, which would be binding till the next Conference, when such award would be considered by the full Conference and confirmed or modified.

4. The second matter to be considered in the reconstitution is, the *importation into the deliberations of this body of questions concerning rates and the passing of binding resolutions thereon.* These rate questions have so far not been treated by the Conference, but it seems advisable that this should now be provided for.

5. The third matter to be considered is the formation of an office with a permanent Secretary and necessary establishment. As Government will cut itself off from this new body when constituted, the services of the Under Secretary of the Public Works Department will not be available, nor can railways reasonably expect the Government of India to give them free accommodation, stationery, printing and clerical labour for the conduct of the Conference; and indeed railways should be independent in these matters.

6. In order to enable complete and exhaustive treatment of any proposal or dispute referred to the Conference or the Standing Committee, previous to decision being arrived at, the whole of the facts concerning such proposal or dispute will require to be set forth, all previous rulings will have to be studied and placed before the Committee, all Government rulings in the Public Works and Home Departments that might bear on the subject will have to be examined, Chambers of Commerce may have to be consulted; and, again, in order to render the proceedings of the Conference or Committee available for future reference, together with all the arguments for and against any particular



proposal or dispute, such proceedings will require to be taken down in shorthand and carefully summarised and edited. The scheme provides for a permanent Secretary and office to carry this out under the direction of a Select Committee of Control, to be elected annually from the railways parties to the Conference or Standing Committee. Provision will have to be made in the scheme for the salary of the Secretary, his office establishment, office house-rent, printing and contingencies.

7. These seem the main points that require attention in the reconstitution of the Committee, and it is only left now to put forward a scheme as a basis for discussion at the meeting to be held at Simla as mentioned in the Secretary's letter, paragraph 17.

#### SCHEME.

That instead of a Railway Conference presided over by an officer appointed by Government, a Railway Conference or Standing Committee presided over by a President elected from its members be constituted—

- (1) to consider all questions referred to it by Government, railways parties to the Conference, or the public;
- (2) to arbitrate between railways in all disputes or questions of through or competitive rates;
- (3) to interpret all disputed readings of Conference rules, decisions, and awards.

2. The Conference shall consist of a delegate from each railway open for traffic in India. Besides the one delegate, other officers of railways, by desire of Agents or Managers, may attend the meeting, but they can take no part in the proceedings. The President shall be elected from the members of the Conference, shall hold office for one year and shall direct the proceedings of the Conference and vote, remaining as President till his successor is elected the following year.

3. That this Conference or Standing Committee meet at least once a year on the first Monday in September, at such place as may be determined upon at the previous meeting, and shall sit till all the questions that have been referred to it have been decided, or until otherwise agreed upon.

4. That a permanent Secretary, with suitable office establishment, be appointed under a Select Committee of members (such Committee to consist of three members including the President) to duly record and edit the proceedings of the Conference or Committee and perform all the office work pertaining thereto.

The head-quarters of the Secretary and his office shall be \_\_\_\_\_

The Secretary shall not be a member of the Conference.

5. Two-thirds of the members of the Conference, including the President, shall form a quorum. The hours of business shall be from 11 o'clock to 16 o'clock, Saturdays and Sundays excepted.

6. All decisions of the Committee carried by a majority of one-third of the votes of those voting shall be binding on railways parties to the Conference or Standing Committee, and shall come into force three months after the publication of the proceedings, except as provided for in clause 7 below.

- (a) The scale of votes for each railway will be that passed in the Conference immediately preceding the one at which votes are taken, and shall be based on the method of calculation agreed upon at the Conference of 1900.

7. In the event of any railway or railways finding that the decision of the majority affects them so adversely as to press for revision or modification in their case, such railway or railways must take action on the decision under rule 6, but may, within three months after the publication of the proceedings of the Conference, refer in writing their grievance to the Select Committee of members mentioned in paragraph 4 for consideration. Such reference shall set forth the case in full and must be in print and shall be accompanied by a fee of Rs. 400 to cover expenses and to provide a fee to each of the three members of

the Select Committee for their work as arbitrators. The Select Committee shall consider the case and give an award which shall be binding till the next Conference, when the case will be considered by the full Conference and the award confirmed or modified.

- (a) The lodgment of an appeal under rule 7 against any resolution of the Conference shall not defer action on such resolution pending the decision on the appeal to the Select Committee.

8. All questions for discussion at the Conference or all cases of rates, etc., referred to the Conference for arbitration, and all disputed readings for decision, must reach the Secretary to the Conference three months before the date fixed for holding the Conference, otherwise they will be omitted from the discussions unless specially admitted by a vote in Conference.

9. That the railways parties to the Conference or the Standing Committee shall defray the expenses connected with the conduct of business in a manner to be decided on at the first meeting. The total estimated yearly expenditure might either be divided amongst the railways, members of the Conference, on the basis of the votes possessed by each; or each standard gauge line might make an annual payment of Rs. 1 per mile open, each metre gauge annas 12 per mile open, all other gauges annas 8 per mile open. It is also suggested that a railway referring any point, other than an appeal from a resolution, for circulation and decision of the Standing Committee shall deposit the sum of Rs. 100 to cover printing and circulating charges.

The approximate cost of establishing the office of the Conference with the Secretary is enclosed.

	Monthly.			Annually.		
	Rs.	A.	P.	Rs.	A.	P.
Secretary (Rs. 1,000 to Rs. 1,500)	1,500	0	0	18,000	0	0
Clerk's	250	0	0	3,000	0	0
2 Typewriting clerks and Short-hand writers, at Rs. 50 each	100	0	0	1,200	0	0
1 Daftri	20	0	0	240	0	0
3 Menials	21	0	0	252	0	0
Office rent	60	0	0	720	0	0
Printing, stationery, contingencies	...			5,000	0	0
				28,412	0	0
First cost of equipment and furniture, including two Remington typewriting machines	...			4,000	0	0

## APPENDIX No. 10.

Dated the 6th January 1902.

From—Major H. BONHAM-CARTER, R.E., Acting Agent and Manager, Madras railway,

To—The Secretary, Railway Conference.

Your letter No. 129,\* dated December 20th, 1901.

\* *Vide* page 20 *ante*.

I venture to make the following remarks with reference to the proposed Conference on the 20th instant, but in doing so wish it to be understood that I make them as an individual and not as Agent of the Madras railway speaking as the mouthpiece of the Board. My object is to clear up certain points which appear obscure or uncertain and to endeavour to assist in arriving at a more satisfactory state of affairs than is described in the first paragraph of your letter under reply.

2. In the first instance, it would seem desirable that the Government of India be asked to state generally, but authoritatively, the extent to which they are prepared to depute their powers to the Conference, that is to say, how far the Conference is to be allowed unfettered discretion in dealing with questions referred to it, or how far it is to be bound by certain principles to be laid down by Government. As an illustration of my meaning, I would refer to the question of the fixing of rates and fares.

3. In paragraph III of the observations to Public Works Department† Resolution No. 1446 B. T., dated December 12th, 1887, laying down the principles upon which railways were to be allowed a free hand in varying rates and fares within the maxima and minima of the respective classes, it is stated:—

† Not printed.

“In granting this freedom, however, it is assumed that the English Clearing House principle, that in the case of two competitive routes between two stations, the Company owning the shortest route fixes the rate, is accepted.” This principle, so far as applicable to rates between junctions, was embodied in the Conference Regulations of 1888, 1893 and 1899, but was cancelled at the Conference of 1900 without objection from Government.

Again, as regards parcels rates, Government laid down, it is believed, in one instance on a reference from the Southern Mahratta railway that through parcels rates were not to be equalised: but in other cases parcels rates have been equalised by State lines and lines over which Government has control in such matters without objection from Government.

4. It must be admitted that the results of the reference to the Boards show that the proposal to vest the Conference with large absolute powers is viewed with some apprehension, and a part of this apprehension is, I think, due to the action of the Conference itself in practically endeavouring to force conformity with Conference Regulations upon railways irrespective of any dissent recorded either by the representatives in India or the Boards.

This action, so far as information is available in this office, goes considerably beyond the practice of any of the Committees or Conferences of the Railway Clearing House in England, and while the circumstances no doubt differ largely from the existence in India of the very large control possessed by the Secretary of State over Indian railways, I venture to think that the fears of the Boards would be considerably allayed by a definite pronouncement of policy on the part of the Government of India.

5. While alive to this aspect of the question, I am none the less sensible of the difficulty, that if any advantage is to be obtained from a set of Conference Regulations, it must not be made too easy for a railway to dissent from them; but it should not be impossible to arrive at a compromise without enforcing against a railway, which felt bound to dissent from a particular regulation, the

extreme penalty of exclusion from the Conference—a penalty which would often place the constituents of an offending railway in a position, for which, in England, they could obtain legal redress.

6. It occurs to me that a possible *modus vivendi* would be arrived at by the Government of India laying down certain definite powers which it was prepared to depute to the Conference and certain principles by which it should be guided; and that an appeal from any decision of the Conference, either on the ground of its being *ultra vires* or in contravention of these principles, should lie to the Government of India.

Such an appeal might be decided either by the Government of India or by an arbitrator to be named by them, a substantial fee being lodged in the first instance by the complaining railway, to avoid frivolous complaints; the costs of the arbitration being paid by the complaining railway or the Conference in accordance with the arbitrator's decision.

7. In the absence of any definite pronouncement of policy on the part of Government, it is difficult to make any suggestion as to the powers to be given to the Conference or the principles by which they should be guided, and it is perhaps hardly proper that I should do so. In order, however, to invite discussion, I may say that my understanding of the subject, with perhaps an imperfect knowledge of it, is that Government desire to transfer to a properly constituted tribunal their powers of control over certain questions affecting more than one railway, and require such a tribunal to discharge to some extent the functions of the Railway Commission and of the various Committees of the Clearing House in England. To exercise these powers and discharge these functions, the tribunal must be guided by the principles laid down in the Railway Act, and, as a further safeguard, Government, in deputing powers regarding rates and fares and other matters, might, in my opinion, reasonably and advantageously insist on the acceptance of such principles as the fixing of rates by the shortest route, the equalisation by alternative routes up to a limit of distance beyond which competition should not be permitted, and the division of through rates on mileage, etc.

8. Some of the Boards have insisted that their approval of any subject to be referred to the Conference should be obtained prior to the reference being made. Such objections are doubtless due to a want of confidence in the Conference which would be largely removed if Government would see its way to the imposition of some such conditions as I have suggested and the constitution of a court of appeal.

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## APPENDIX No. 11.

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*Rules for the conduct of business at the Railway Traffic Conference of 1902.*

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The rules for the conduct of business shall be as follows :—

- (1) To consider the proposal regarding the establishment of a permanent annual Conference independent of Government with a paid Secretary and a President to be elected annually by the members and to frame rules in cases in which they are needed.
  - (2) The Committee shall consist of a President appointed by the Government of India who shall direct the proceedings, one officer appointed by each railway administration working a line in India, and a Secretary to the Conference, to be nominated by the Government of India.
  - (3) The voting power of each delegate will be determined with reference to the importance of the railway he represents.
  - (4) Railway officers, other than delegates, attending the meeting shall also be eligible to serve on any of the sub-committees. The proceedings of sub-committees shall have no force until confirmed by a full Conference or quorum.
  - (5) Two-thirds of the members of the Conference, including the President, shall form a quorum.
  - (6) The hours of business shall be from 11 o'clock till 16 o'clock daily, Saturdays and Sundays excepted.
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## APPENDIX No. 12.

*Scale for votes on mileage basis.*

Not exceeding 250 miles . . .	1 vote.	Above 1,500 to 2,000 miles . . .	6 votes.
Above 250 to 500 " . . .	2 votes.	" 2,000 to 2,500 " . . .	7 "
" 500 to 750 " . . .	3 "	" 2,500 to 3,000 " . . .	8 "
" 750 to 1,000 " . . .	4 "	" 3,000 " . . .	9 "
" 1,000 to 1,500 " . . .	5 "		

*Scale for votes on freight ton-mileage basis.*

Not exceeding 10 million freight ton-miles . . .	1 vote.	Above 250 million to 400 million freight ton-miles . . .	7 votes.
Above 10 million to 50 million freight ton-miles . . .	2 votes.	Above 400 million to 600 million freight ton-miles . . .	8 "
Above 50 million to 100 million freight ton-miles . . .	3 "	Above 600 million to 800 million freight ton-miles . . .	9 "
Above 100 million to 150 million freight ton-miles . . .	4 "	Above 800 million to 1,000 million freight ton-miles . . .	10 "
Above 150 million to 200 million freight ton-miles . . .	5 "	Above 1,000 million to 1,500 million freight ton-miles . . .	11 "
Above 200 million to 250 million freight ton-miles . . .	6 "	Above 1,500 million freight ton-miles . . .	12 "

Railway.	Mileage open and under construction on the 31st December 1900.	Half number of votes on mileage basis.	Actual freight ton-mileage for 1900.	Half number of votes on freight ton-mileage basis.	Total number of votes for each delegate.
East Indian . . . . .	2,236½	3½	2,103,392,893	6	10
Bombay, Baroda and Central India . . .	2,886½	4	1,086,571,562	5½	
Great Indian Peninsula (a) . . . .	2,709½	4	1,032,882,970	5½	
North Western . . . . .	3,833½	4½	763,782,407	4½	9
Bengal and North-Western . . . . .	1,331½	2½	153,712,800	2½	
Rohilkund and Kumaon . . . . .	285	1	27,395,603	1	8
Bengal Doonah . . . . .	153	½	1,427,412	½	
Bengal-Nagpur (b) . . . . .	1,718½	3	468,218,326	4	7
Madras (b) . . . . .	1,503½	3	287,158,070	3½	7
Eastern Bengal . . . . .	1,049½	2½	263,258,355	3½	6
Southern Mahratta . . . . .	1,591½	3	185,601,023	2½	6
Oudh and Rohilkhand . . . . .	1,149½	2½	211,210,299	3	6
Burma . . . . .	1,392½	2½	177,280,316	2½	5
South Indian . . . . .	1,365	2½	115,721,626	2	5
His Highness the Nizam's Guaranteed State.	736	1½	168,241,362	2½	4
Assam-Bengal . . . . .	744½	1½	31,412,866	1	3
Bengal-Central . . . . .	127½	½	18,645,747	1	2
Calcutta Port Commissioners' . . .	8½	½	(c)	½	1

(a) Includes the Indian Midland railway

(b) Includes the portion of the East Coast railway incorporated into the system with effect from the 1st January 1901. In the case of freight ton-mileage the figures have been divided in the ratio of mileage transferred to each system.

(c) Information not furnished. For the purpose of calculating the voting powers, the aggregate freight ton-mileage has been taken as under 10 million.

## APPENDIX No. 13.

*Vide* RESOLUTION NO. 2 OF THE FULL CONFERENCE OF 24TH FEBRUARY 1902.

Proceedings of the Committee of the full Conference on 24th February 1902, afternoon.

1st meeting, afternoon of 24th February 1902.

## PRESENT :

A. IZAT, Esq., O.I.E., Bengal and North-Western, Rohilkund and Kumaon and Bengal Dooars railways, President.

LIEUTENANT-COLONEL H. D. OLIVIER, R.E., Agent, Bombay, Baroda and Central India railway.	W. B. WRIGHT, Esq., Traffic Manager, Southern Mahratta railway.
T. R. WYNNE, Esq., Agent and Chief Engineer, Bengal-Nagpur railway.	J. MANSON, Esq., Officiating Manager, Oudh and Rohilkhand railway.
W. PENDLEBURY, Esq., Agent and Manager, Nizam's Guaranteed State railway.	J. DOUGLAS, Esq., Agent, East Indian railway.
MAJOR A. D. G. SHELLEY, R.E., Agent, South Indian railway.	A. T. GOODFELLOW, Esq., Agent, Burma railway.
MAJOR H. BONHAM-CARTER, R.E., Agent and Manager, Madras railway.	C. H. WINDLE, Esq., Traffic Manager, Calcutta Port Commissioners' railway.
H. P. BURT, Esq., Officiating Manager, Eastern Bengal State railway.	R. S. STRACHEY, Esq., Agent, Assam-Bengal railway.
H. WENDEN, Esq., Agent, Great Indian Peninsula railway.	E. F. JACOB, Esq., O.I.E., Traffic Superintendent, North Western railway.
	E. W. H. STAPLES, Esq., Agent and Chief Engineer, Bengal Central railway.

A. W. U. POPE, Esq., Traffic Superintendent, Oudh and Rohilkhand railway, Secretary.

## Also attended—

G. V. MARTYN, Esq., Consulting Engineer for Railways, Burma.	C. A. R. CROMMELIN, Esq., General Traffic Manager, Bombay, Baroda and Central India railway.
E. W. ARUNDEL, Esq., B.A., Consulting Engineer to the Government of India for Railways, Assam.	W. A. DRING, Esq., General Traffic Manager, East Indian railway.
J. STUART, Esq., Traffic Manager, Assam-Bengal railway.	A. MURHEAD, Esq., General Traffic Manager, Great Indian Peninsula railway.
J. WALKER, Esq., Traffic Manager, Bengal and North-Western railway.	D. ROSS-JOHNSON, Esq., Traffic Manager, Madras railway.
F. C. LITTLE, Esq., Assistant Traffic Superintendent, Bengal Central railway.	W. M. SIMPSON, Esq., Chief Auditor, South Indian railway.
A. M. CLARK, Esq., Acting Traffic Manager, Bengal-Nagpur railway.	

The meeting unanimously elected Mr. Izat as President, and Mr. Pope as Secretary.

*Resolution No. 1.*—The President then put to the Committee whether the voting at the Committee should be on the scale laid down in appendix No. 12, page 41, of the Railway Conference Proceedings of 1902.

The Committee voted on the question :—

<i>Ayes—85 votes.</i>		<i>Noes—2 votes.</i>	
	Votes.		Votes.
R. S. Strachey (A. B. ry.) . . .	8	E. W. H. Staples (B. C. ry.) . . .	2
A. Izat (B. and N.-W., B. and K. and B. D. rys.) . . .	8		
H. D. Olivier (B., B. and C. I. ry.) . . .	10		
H. Windle (C. P. Cs.' ry.) . . .	1		
H. P. Burt (E. B. ry.) . . .	6		
J. Douglas (E. I. ry.) . . .	10		
H. Wenden (G. I. P. ry.) . . .	10		
H. Bonham-Carter (Madras ry.) . . .	7		
W. Pendlebury (Nizam's ry.) . . .	4		
E. F. Jacob (N. W. ry.) . . .	9		
J. Manson (O. and R. ry.) . . .	6		
W. B. Wright (S. M. ry.) . . .	6		
A. D. G. Shelley (S. I. ry.) . . .	5		

[ Mr. T. R. Wynne (B. N. ry.) and Mr. A. T. Goodfellow (Burma ry.) did not vote.]

The question was decided in the affirmative.

*Resolution No. 2.*—The President then put to the meeting whether the Resolutions of the Committee were to be considered as carried on a bare majority.

The Committee voted on the question :—

<i>Ayes—73 votes.</i>		<i>Noes—21 votes.</i>	
	Votes.		Votes.
A. Izat (B. and N.-W., B. and K. and B. D. rys.) . . .	8	R. S. Strachey (A. B. ry.) . . .	3
T. R. Wynne (B. N. ry.) . . .	7	E. W. H. Staples (B. C. ry.) . . .	2
H. D. Olivier (B., B. and C. I. ry.) . . .	10	H. Wenden (G. I. P. ry.) . . .	10
C. H. Windle (C. P. Cs.' ry.) . . .	1	W. B. Wright (S. M. ry.) . . .	6
H. P. Burt (E. B. ry.) . . .	6		
J. Douglas (E. I. ry.) . . .	10		
H. Bonham-Carter (Madras ry.) . . .	7		
W. Pendlebury (Nizam's ry.) . . .	4		
E. F. Jacob (N. W. ry.) . . .	9		
J. Manson (O. and R. ry.) . . .	6		
A. D. G. Shelley (S. I. ry.) . . .	5		

[Mr. A. T. Goodfellow (Burma ry.) did not vote.]

The question was decided in the affirmative.

*Resolution No. 3.*—Proposed by Mr. Burt and seconded by Mr. Pendlebury :—

That the permanent Conference agreed to in Resolution No. 2 of the full Conference be called "The Indian Railway Association."

*Amendment* proposed by Mr. Douglas, seconded by Lieutenant-Colonel Olivier, R.E. :—

That the name of the permanent Conference be "The Indian Railway Conference"

The Committee divided on the amendment :—



<i>Ayes—65 votes.</i>		<i>Noes—34 votes.</i>	
	Votes.		Votes.
R. S. Strachey (A. B. ry.) . . .	8	T. R. Wynne (B. N. ry.) . . .	7
A. Izat (B. and N.-W., R. and K. and B. D. rys.) . . .	8	A. T. Goodfellow (Burma ry.) . . .	5
E. W. H. Staples (B. C. ry.) . . .	2	H. P. Burt (E. B. ry.) . . .	6
H. D. Olivier (B., B. and C. I. ry.) . . .	10	H. Bonham-Carter (Madras ry.) . . .	7
C. H. Windle (C. P. Cs.' ry.) . . .	1	W. Pendlebury (Nizam's ry.) . . .	4
J. Douglas (E. I. ry.) . . .	10	A. D. G. Shelley (S. I. ry.) . . .	5
H. Wenden (G. I. P. ry.) . . .	10		
E. F. Jacob (N. W. ry.) . . .	9		
J. Manson (O. and R. ry.) . . .	6		
W. B. Wright (S. M. ry.) . . .	6		

Mr. Douglas' amendment was carried.

*Resolution No. 4.*—Proposed by Mr. Manson, seconded by Major Shelley, R.E. :—

That the Indian Railway Conference should consist of one Delegate from each railway, party to the Conference, and should be presided over by a President, elected annually from amongst the Delegates, and that there should be a permanent paid Secretary, selected by the Conference, and the necessary office establishment.

The Committee voted on the proposal :—

<i>Ayes—89 votes.</i>	<i>Votes.</i>
R. S. Strachey (A. B. ry.) . . .	8
A. Izat (B. and N.-W., R. and K. and B. D. rys.) . . .	8
E. W. H. Staples (B. C. ry.) . . .	2
T. R. Wynne (B. N. ry.) . . .	7
H. D. Olivier (B., B. and C. I. ry.) . . .	10
A. T. Goodfellow (Burma ry.) . . .	5
C. H. Windle (C. P. Cs.' ry.) . . .	1
H. P. Burt (E. B. ry.) . . .	6
J. Douglas (E. I. ry.) . . .	10
H. Bonham-Carter (Madras ry.) . . .	7
W. Pendlebury (Nizam's ry.) . . .	4
E. F. Jacob (N. W. ry.) . . .	9
J. Manson (O. and R. ry.) . . .	6
W. B. Wright (S. M. ry.) . . .	6
A. D. G. Shelley (S. I. ry.) . . .	5

[Mr. H. Wenden (G. I. P. ry.) did not vote.]

Mr. Manson's proposal was carried.

*Resolution No. 5.*—Proposed by Mr. Wright and seconded by Mr. Wynne :—

That the administrations of the various railways recommend Government or their Boards to contribute towards the cost of keeping up the necessary permanent establishment, the cost being apportioned between the several railways in direct proportion to their voting powers.

Carried\* unanimously.

\* *Vide* Resolution No. 5 of the Conference.

*Resolution No. 6.*—Proposed by Major Shelley, R.E., seconded by Major Bonham-Carter, R.E. :—

That in the case of those railways which pay for Government audit, control, etc., their share of Conference expenses should be paid by Government from such contribution.

*Amendment* proposed by Mr. Manson, seconded by Mr. Goodfellow :—

That this question be not considered by the Committee.

The Committee divided on the amendment :—

<i>Ayes—57 votes.</i>		<i>Noes—42 votes.</i>	
	<i>Votes.</i>		<i>Votes.</i>
R. S. Strachey (A. B. ry.) . . .	8	A. Izat (B. and N.-W., R. and K. and B. D. rys.) . . .	8
T. R. Wynne (B. N. ry.) . . .	7	E. W. H. Staples (B. C. ry.) . . .	2
H. D. Olivier (B., B. and C. I. ry.) . . .	10	J. Douglas (E. I. ry.) . . .	10
A. T. Goodfellow (Burma ry.) . . .	5	H. Wenden (G. I. P. ry.) . . .	10
C. H. Windle (C. P. Cs.' ry.) . . .	1	H. Bonham-Carter (Madras ry.) . . .	7
H. P. Burt (E. B. ry.) . . .	6	A. D. G. Shelley (S. I. ry.) . . .	5
W. Pendlebury (Nizam's ry.) . . .	4		
E. F. Jacob (N. W. ry.) . . .	9		
J. Manson (O. and R. ry.) . . .	6		
W. B. Wright (S. M. ry.) . . .	6		

Mr. Manson's amendment was carried.

### 2nd meeting, 11-30 A.M., on 25th February 1902.

MR. DRING, General Traffic Manager, East Indian railway, voted in place of Mr. Douglas, Agent.

MR. O. E. VINING, Traffic Superintendent, Eastern Bengal State railway, voted in place of Mr. Burt, Officiating Manager.

The minutes of the first meeting held on the afternoon of 24th February 1902 were read and confirmed.

*Resolution No. 7.*—Proposed by Mr. Wynne and seconded by Mr. Wright :—

That the proposal and amendment before the meeting be severally voted on as wholes and not in detail at this stage.

The Committee voted on the proposal :—

<i>Ayes—61 votes.</i>		<i>Noes—38 votes.</i>	
	<i>Votes.</i>		<i>Votes.</i>
E. W. H. Staples (B. C. ry.) . . .	2	R. S. Strachey (A. B. ry.) . . .	3
T. R. Wynne (B. N. ry.) . . .	7	A. Izat (B. and N.-W., R. and K. and B. D. rys.) . . .	8
H. D. Olivier (B., B. and C. I. ry.) . . .	10	W. A. Dring (E. I. ry.) . . .	10
A. T. Goodfellow (Burma ry.) . . .	5	H. Wenden (G. I. P. ry.) . . .	10
C. H. Windle, (C. P. Cs.' ry.) . . .	1	H. Bonham-Carter (Madras ry.) . . .	7
C. E. Vining (E. B. ry.) . . .	6		
W. Pendlebury (Nizam's ry.) . . .	4		
E. F. Jacob (N. W. ry.) . . .	9		
J. Manson (O. and R. ry.) . . .	6		
W. B. Wright (S. M. ry.) . . .	6		
A. D. G. Shelley (S. I. ry.) . . .	5		

Mr. Wynne's proposal was carried.

*Resolution No. 8.*—Proposed by Mr. Wynne and seconded by Mr. Goodfellow :—

1. That the functions of the Conference be to deal with all matters connected with Railway affairs that may be referred to it.

They shall deal with—

(a) All questions that the old Railway Conference dealt with.

(b) All questions that Agents and Managers under their powers may refer.

(c) All questions that Agents under orders from their Boards may refer.

(d) All questions that Managers under the order of the Government of India may refer.

(e) All questions that the Government of India and Boards of Railways may mutually agree to refer.

(f) All questions referred to them by the public, public bodies and Local Governments.

## 2. That the powers of the Conference be—

That on all matters referred to them for opinion the Conference shall make such representation as they may think fit.

That on all questions referred to the Conference for decision, the decision of the Conference to be final and binding on all railways in the case of general questions and on the railways parties to the reference in the case of special references.

## To enable the Conference to carry out these powers it is proposed—

That the Agents and Managers of railways agree to accept the decision of the Conference on all questions referred to them which are within the powers of Agents and Managers to settle.

That the Boards of Railways be asked to agree to accept the decision of the Conference on all questions that the Boards may order their Agents to refer to the Conference.

That the Government of India be asked to agree to accept the decision of the Conference on all questions that Managers may refer to the Conference under the orders of the Government of India.

That the Government of India be asked to agree to accept the decision of the Conference on all questions Government may refer to them for decision.

That these powers of the Conference be in force for one year only and be reconsidered at the end of that time.

## 3. That in voting on questions put before the Conference the voting power of each railway to be one vote only irrespective of its mileage and traffic and that each question be decided on the majority of votes.

*Amendment proposed by Mr. Wenden and seconded by Lieutenant-Colonel Olivier, R.E. :—*

1. That the Conference have power to modify, cancel or add to the Conference Regulations as now accepted. No modifications, cancellations or additions to be binding unless passed by  $\frac{2}{3}$ ds of the total votes of all members present, and until confirmed by the Boards of Directors concerned.
2. The Conference to have power to dispose of, under the regulations that may be in force at the time, all references, arising out of those regulations, made to them, the decision of a  $\frac{1}{3}$ rd majority being binding without the confirmation provided in 1.
3. The Conference to have the power to arbitrate also on any other matter when contending parties mutually agree to make reference to it.
4. References under 1 and 2 and 3 to be decided only at the annual Conference, and that there may be time for papers to be fully considered by all members, no reference to be made later than one month before the date fixed for the assembly of the Conference.
5. The annual Conference to have power to call for such evidence as it considers necessary to enable it to arrive at decisions in cases referred to it.
6. In a matter of urgency, at the mutual request of contending parties, the Conference to have the power, through its President, to nominate two or more members to arbitrate, the decision of such arbitrators being binding.
7. At the request of Government, or any railway party to the Conference, the Conference will record an opinion on any question referred to it—the general rules and regulations, matters connected with the general liability of railways under the law, or the interpretation of rules and working agreements.
8. The decision in all cases of reference to be by a  $\frac{1}{3}$ rd majority based on the scale of votes adopted at the Conference preceding.

## The Committee divided on the amendment:—

<i>Ayes—48 votes.</i>		<i>Noes—51 votes.</i>	
	Votes.		Votes.
R. S. Strachey (A. B. ry.) . . . . .	3	E. W. H. Staples (B. C. ry.) . . . . .	2
A. Izat (B. and N.-W., R. and K. and B. D. rys.) . . . . .	8	T. R. Wynne (B. N. ry.) . . . . .	7
H. D. Olivier (B., B. and C. I. ry.) . . . . .	10	A. T. Goodfellow (Burma ry.) . . . . .	5
W. A. Dring (E. I. ry.) . . . . .	10	C. H. Windle (C. P. Cs. ry.) . . . . .	1
H. Wenden (G. I. P. ry.) . . . . .	10	C. E. Vining (E. B. ry.) . . . . .	6
H. Bonham-Carter (Madras ry.) . . . . .	7	W. Pendlebury (Nizam's ry.) . . . . .	4
		E. F. Jacob (N. W. ry.) . . . . .	9
		J. Manson (O. and R. ry.) . . . . .	6
		W. B. Wright (S. M. ry.) . . . . .	6
		A. D. G. Shelley (S. I. ry.) . . . . .	5

Mr. Wenden's amendment was lost.

The Committee then voted on Mr. Wynne's original proposal as a whole at this stage:—

<i>Ayes—46 votes.</i>		<i>Noes—53 votes.</i>	
	Votes.		Votes.
E. W. H. Staples (B. C. ry.)	2	R. S. Strachey (A. B. ry.)	8
T. R. Wynne (B. N. ry.)	7	A. Izat (B. and N.-W., R. and K. and B. D. rys.)	8
A. T. Goodfellow (Burma ry.)	5	H. D. Olivier (B., B. and C. I. ry.)	10
C. H. Windle (C. P. Cs.' ry.)	1	W. A. Dring (E. I. ry.)	10
C. E. Vining (E. B. ry.)	6	H. Wenden (G. I. P. ry.)	10
W. Pendlebury (Nizam's ry.)	4	H. Bonham-Carter (Madras ry.)	7
E. F. Jacob (N. W. ry.)	9	A. D. G. Shelley (S. I. ry.)	5
J. Manson (O. and R. ry.)	6		
W. B. Wright (S. M. ry.)	6		

Mr. Wynne's proposal was lost.

*Resolution No. 9.*—Proposed by Lieutenant-Colonel Olivier, R.E., seconded by Major Shelley, R.E.:—

That Mr. Wynne's proposal in Resolution No. 8 be taken as a basis of discussion.

*First amendment* proposed by Major Bonham-Carter, R.E., seconded by Mr. Walker:—

1. That the Conference accept the existing Conference Regulations and have power to modify, cancel or add to these. No modifications, cancellations or additions to be binding unless passed by 3rds of the total votes of all members present, and until confirmed by the Boards of Directors concerned.
2. The Conference to have power to dispose of, under the regulations that may be in force at the time, all references, arising out of those regulations, made to them, the decision of a 3rd majority being binding without the confirmation provided in 1.
3. The Conference to have the power to arbitrate also on any other matter when contending parties mutually agree to make reference to it.
4. References under 1 and 2 to be decided only at the annual Conference, and that there may be time for papers to be fully considered by all members, no reference to be made later than one month before the date fixed for the assembly of the Conference.
5. The annual Conference to have power to call for such evidence as it considers necessary to enable it to arrive at decisions in cases referred to it.
6. In a matter of urgency, at the mutual request of contending parties, the Conference to have the power, through its President, to nominate two or more members to arbitrate, the decision of such arbitrators being binding.
7. At the request of Government, or any railway party to the Conference or any public body, the Conference will record an opinion on any matter connected with railway affairs which may be referred to it.
8. The decision in all cases of reference to be by a 3rd majority based on the scale of votes adopted at the Conference preceding.

*2nd amendment* proposed by Mr. Jacob, seconded by Mr. Wynne:—

That the matter be referred to a Select Committee of seven who will formulate proposals and place them before the Committee.

The second amendment by Mr. Jacob was carried unanimously.

The following gentlemen were elected as members of the Select Committee:—

Mr. Wynne, Lieutenant-Colonel Olivier, R.E., Mr. Izat, Mr. Muirhead, Mr. Manson, Mr. Dring and Mr. Jacob, with Mr. Pope as Secretary.

## 3rd meeting, 12 noon, on 26th February 1902.

Mr. Vining, Traffic Superintendent, Eastern Bengal State railway, voted in place of Mr. Burt.

Mr. Jabez Lightfoot, Auditor, Bengal and North-Western railway, also attended.

The minutes of the second meeting were read and confirmed.

The Select Committee, elected in accordance with Resolution No. 9 of 25th February 1902, submitted its report, *vide* appendix No. 14.

**Resolution No. 10.**—Proposed by Mr. Izat as Chairman of the Select Committee, and seconded by Major Bonham-Carter, R.E. :—

That the proposals of the Select Committee as embodied in their report be adopted.

**Amendment** proposed by Mr. Wynne and seconded by Mr. Goodfellow :—

That this Committee is unable to put forward a scheme to carry out the suggestions made in the address of the President of the full Conference, and is of the opinion that the Government of India should themselves create a body to deal with the objects they desire.

The Committee divided on the amendment :—

Ayes—18 votes.		Noes—81 votes.	
	Votes.		Votes.
T. R. Wynne (B. N. ry.)	7	R. S. Strachey (A. B. ry.)	8
A. T. Goodfellow (Burma ry.)	5	A. Izat (B. and N.-W., R. and K. and B. D. rys.)	8
J. Manson (O. and R. ry.)	6	E. W. H. Staples (B. C. ry.)	2
		H. D. Olivier (B., B. and C. I. ry.)	10
		C. H. Windle (C. P. Cs.' ry.)	1
		C. E. Vining (E. B. ry.)	6
		J. Douglas (E. I. ry.)	10
		H. Wenden (G. I. P. ry.)	10
		H. Bonham-Carter (Madras ry.)	7
		W. Pendlebury (Nizam's ry.)	4
		E. F. Jacob (N. W. ry.)	9
		W. B. Wright (S. M. ry.)	6
		A. D. G. Shelley (S. I. ry.)	5

Mr. Wynne's amendment having been lost, the Committee voted on the original proposal :—

Ayes—70 votes.		Noes—29 votes.	
	Votes.		Votes.
R. S. Strachey (A. B. ry.)	8	T. R. Wynne (B. N. ry.)	7
A. Izat (B. and N.-W., R. and K. and B. D. rys.)	8	A. T. Goodfellow (Burma ry.)	5
E. W. H. Staples (B. C. ry.)	2	C. E. Vining (E. B. ry.)	6
H. D. Olivier (B., B. and C. I. ry.)	10	J. Manson (O. and R. ry.)	6
C. H. Windle (C. P. Cs.' ry.)	1	A. D. G. Shelley (S. I. ry.)	5
J. Douglas (E. I. ry.)	10		
H. Wenden (G. I. P. ry.)	10		
H. Bonham-Carter (Madras railway)	7		
W. Pendlebury (Nizam's ry.)	4		
E. F. Jacob (N. W. ry.)	9		
W. B. Wright (S. M. ry.)	6		

\* *Vide* Resolution No. 69 of the Conference.

Mr. Izat's proposal was carried.\*

*Resolution No. 11.*—Proposed by Mr. Wright, seconded by Major Shelley, R.E.:—

That the Conference shall have the power of giving notice to any railway that it shall cease to be a party to the Conference in one month from the date of such notice; but the meeting in which the resolution to give notice is adopted must be specially called for the purpose, and the resolution must be passed by not less than two-thirds of the total votes of the members present.

*Amendment* proposed by Mr. Jacob, seconded by Mr. Wynne:—  
That Mr. Wright's proposal be not discussed by the Committee.

The Committee divided on the amendment:—

<i>Ayes—60 votes.</i>		<i>Noes—13 votes.</i>	
	Votes.		Votes.
R. S. Strachey (A. B. ry.)	3	E. W. H. Staples (B. C. ry.)	2
A. Izat (R. and N.-W., R. and K. and B. D. rys.)	8	W. B. Wright (S. M. ry.)	6
T. R. Wynne (B. N. ry.)	7	A. D. G. Shelley (S. I. ry.)	5
A. T. Goodfellow (Burma ry.)	5		
C. H. Windle (C. P. Cs.' ry.)	1		
C. E. Vining (E. B. ry.)	6		
H. Wenden (G. I. P. ry.)	10		
H. Bonham-Carter (Madras ry.)	7		
W. Pendlebury (Nizam's ry.)	4		
E. F. Jacob (N. W. ry.)	9		

[ Lieutenant-Colonel H. D. Olivier, R.E. (B., B. and C. I. ry.), Mr. J. Douglas (E. I. ry.), and Mr. J. Manson (O. and R. ry.), did not vote.]

Mr. Jacob's amendment was carried.

*Resolution No. 12.*—Proposed by Mr. Douglas, seconded by Mr. Pendlebury:—

That the Committee now submit its proceedings to the full Conference for adoption.

Carried unanimously.

4th meeting, 11-15 A.M., on 27th February 1902.

The minutes of the third meeting of the Committee held on the 26th February 1902 were read and confirmed, and the whole proceedings are herewith submitted to the full Conference for consideration.

A. W. U. POPE,  
*Secretary.*

A. IZAT,  
*Chairman.*

The 27th February 1902.

## APPENDIX No. 14.

## Meeting of the Select Committee.

Afternoon of 25th February 1902.

*Vide* RESOLUTION No. 9 OF THE 2ND MEETING OF THE COMMITTEE ON 25TH FEBRUARY 1902.

## PRESENT :

A. IZAT, Esq., C.I.E., *Bengal and North-Western, Rohilkund and Kumaon and Bengal Doorga railways, Chairman.*

T. R. WYNNE, Esq., *Bengal-Nagpur railway.*

Lieut.-Col. H. D. OLIVIER, R.E., *Bombay, Baroda and Central India railway.*

E. F. JACOB, Esq., C.I.E., *North Western railway.*

J. MANSON, Esq., *Oudh and Rohilkhand railway.*

W. A. DRING, Esq., *East Indian railway.*

A. MUIRHEAD, Esq., *Great Indian Peninsula railway.*

A. W. U. POPE, Esq., *Oudh and Rohilkhand railway, Secretary.*

*Resolution No. 1.*—The Select Committee resolved to recommend the Committee to agree that the functions of the Railway Conference be—

- (1) to consider all questions referred to it by Government, railways parties to the Conference, or public bodies, excluding questions of rates and fares ;\*
- (2) to arbitrate between railways in all disputes, when called upon to do so by mutual consent ; †
- (3) to interpret all readings of Conference rules, decisions, and awards ;
- (4) to alter or cancel existing Conference rules and make such new ones as may from time to time be required.
- (5) In all matters referred to it under (1), the Conference shall give such opinion or make such representation as it may think fit.
- (6) In all matters referred under (2) and (3), the decision of the Conference shall be final and binding.
- (7) In all matters connected with (4), the decision of the Conference shall be binding after confirmation by the Government of India and the Boards of Directors concerned.
- (8) With regard to (1), (3) and (4), the majority must consist of  $\frac{1}{3}$  of the total votes of those present, and with regard to (2) a bare majority shall rule the decision.
- (9) In voting on all questions put before the Conference, the voting power of each railway shall be calculated on the same basis as at the last Railway Conference or as altered from time to time.

\* Messrs. Wynne and Manson dissent from this exclusion and Messrs. Izat and Jacob dissent from through rates being excluded.

† Mr. Wynne objects to the words "by mutual consent."

A. W. U. POPE,  
*Secretary.*

A. IZAT,  
*Chairman.*

## 2nd meeting of the Select Committee.

THE SAME MEMBERS ATTENDED.

*Resolution No. 2.*—The Select Committee put forward this resolution for consideration and adoption to the Committee of the Conference in reference to Resolution No. 9 of the 2nd meeting of the Committee held on the 25th February 1902.

A. W. U. POPE,  
*Secretary.*

A. IZAT,  
*Chairman.*

The 26th February 1902.

